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FEBRUARY 2019 | ISSUE 19

Drive & Camp

Kosi Bay to Maputo Bay

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breaks his silence
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TOW TEST MITSUBISHI TRITON ATHLETE'S SPORTY MAKEOVER p. 90

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HILUX

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4x4 DESTINATION

A new tour by Bhejane 4x4 Adventures explores the unique conservation areas – on land and at sea – on both sides of the border between South Africa and Mozambique. We joined them to seek elusive elephants, rare birds and sea turtles.

Come say hello!



It's February and this can mean only one thing. No, I'm not talking about Valentine's Day. I'm talking about a much bigger event. (You should buy flowers and spoil your beloved in a restaurant more than once a year, in any case.)

What gets us really excited this time of year is the Caravan/Camp and Destination Show (formerly called the Beeld Holiday Show), held over the last weekend of the month (22–24 February) at Gallagher Estate in Midrand. This is when the camping industry gets to show off and it seems that this year's show will have one of the largest variety of new caravans ever. It's exciting stuff and on our news pages we give you a glimpse of what to expect.

go! Camp & Drive will be at the show as usual. We've booked the same spot, near the entrance. So come on over and say hello. It will be great to meet you.

One important manufacturer, however, will be absent – Jurgens Ci. It's a shame, because it will undoubtedly leave a big gap. I think it's the uncertainty about what exactly is happening at South Africa's largest caravan manufacturer that is the main concern – especially for owners of Jurgens Ci's caravans.

This month we can throw some more light on the subject as Jurgens Ci's owner, Paul Kyriacou, called us and invited us to come and have a look at the Ga-Rankuwa factory. Leon flew up from Cape Town and spent a whole day with Paul – and got the whole story firsthand from the proverbial horse's mouth.

It is our magazine's responsibility to stay impartial at all times and to only bring you facts, but as a passionate camper, I'm grateful that Paul has now talked, frankly and openly, about everything that has happened since he bought Jurgens Ci. Meanwhile, the news reported that the company had been placed under provisional liquidation, but while the printing presses were heating up, we also got some comments on this. All the information you need to know about Jurgens Ci is on p. 16.

Safe travels!

Schalk

EDITOR

schalk.jonker@media24.com



It's a strange sight to behold, especially in this pristine and desolate place where the beach is covered in the soft pink and orange light of the setting sun.

p. 52



Main cover image **Evan Naudé** (Kosi Bay)

go!
Drive & Camp

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We want to hear what you have to say. Write to us at drivecamp@gomag.co.za. Remember to include your full address and contact details. *go! Drive & Camp* reserves the right to edit and shorten letters, and to use them in the magazine, the website or elsewhere.

THREE CHEERS FOR UNCLE COWBOY AND HIS TOWING BEETLE

My uncle Cowboy and aunt Olive Els undertook a remarkable tour of the country with a caravan way back in 1962.

At the same year's Grand Prix at Kyalami, caravans were also on show. That's where uncle Cowboy and my aunt spotted a Travelite caravan and decided on the spot they had to have one. When Grosvenor Cars in Johannesburg opened their doors on Monday morning, my dad's brother was ready to hook his new caravan to his Volkswagen Beetle, a 1200 model. He had his own transport company and had set aside three months for a tour of the country. Two weeks after the transaction, they left Benoni for Cape Town.

The Beetle towed well with its 88 Nm engine and they progressed to the then HF Verwoerd Dam (today the Gariep). Beaufort West was next and they were amazed at all the attention they got there. It was almost as if the town's people were expecting them. While filling up at a garage, they realised people who drove past them had told stories of the Beetle with its caravan.

They then headed to Cape Town, but this was at a time before the Huguenot tunnel, and the Beetle had to tackle the Du Toitskloof Pass. It was first and second gear all the way, but they made it. They even overtook a broken-down car or two that overheated. The Beetle's air-cooled

engine wasn't prone to overheating.

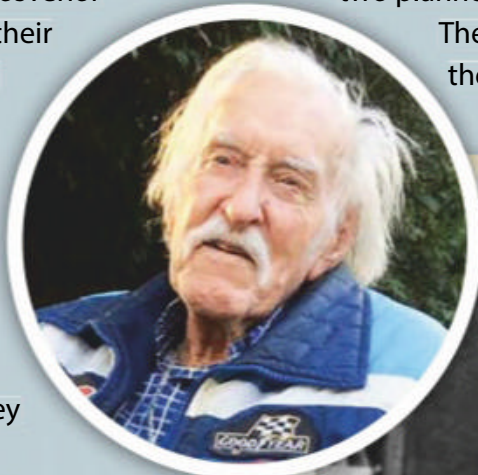
From Cape Town, they hit the Garden Route and then Port Elizabeth. The photograph below was taken on the Paul Sauer Bridge (today the Storms River Bridge). Uncle Cowboy and aunt Olive stayed on the N2 along the coast and drove through the then Umtata to Margate. The weather wasn't playing along and they decided to cancel the two planned weeks in Margate.

They headed home, but on the spur of the moment, near Estcourt, they

decided to drive through Ladysmith and head for the Kruger National Park. After 10 days in the park, their time to camp came to an end – 4 500 km later and without any mechanical trouble.

Aunt Olive died a while ago and uncle Cowboy is now 95. He lives in Benoni, looks after himself, and still drives. He says he could still get in a car right now and drive to Cape Town. I hope I will be able to make the same claim at his age.

CHRISTO ELS
Benoni



Winning letter

Christo wins a Gecko Grill Pizza Oven worth R1 353. The oven uses briquettes and bakes a pizza in a few simple steps. Place 16-17 briquettes on the upper part and light them using firelighters. While waiting for the coals, make your own pizza dough with self-raising flour and

yoghurt. Roll the dough into the pan, add your favorite pizza toppings and place the pan on top of the coals for eight minutes. Remove the pan and place it in the bottom for another eight minutes and your pizza is ready!

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PLAYING WITH FIRE

The article about the braai briquettes in *go! Drive & Camp's* December issue reminded me of a holiday in Amanzimtoti towards the end of 1997. My two friends, Jacques and Cois Beukes, and I ended what was a difficult year at university on the KwaZulu-Natal coast.

The block of flats where we stayed had a communal braai and every evening, the men would gather with braai dishes, tongs and grids, a cooler box and, of course, those distinctive black Charka bags. These were the days before lots of charcoal options and dry wood in that part of the world.

Us three youngsters enjoyed our chats with the older guys (back then they were young dads, as we are today) who couldn't wait to get a short break from the kids. They wanted to know if university girls were still as pretty as they remembered, whether the parties were still wild and whether the hostel rugby was as brutal as it was in their day. And we didn't dare call anyone "sir".

One evening, a guy approached as we were struggling to get our fire going. Our cans of beer and sausage rolls couldn't compare to his bottle of whiskey and thick steaks, but we were all equal around the braai fire. He wanted to help us, because these students had to get fed before we headed out for the night.

This is the trick he taught us: pack your coals in a neat pyramid and make sure there is a tap close by for the inevitable black hands. Leave a little "nest" on top. That's where you place a piece of firelighter the size of a hotel soap. Light it and pour yourself another drink.

For some inexplicable reason – maybe I missed something in science class – that heap of coal burns beautifully from top to bottom, and you don't have the issue of getting a flame in at the bottom or move coals around. Twenty-one years later and it's still one of my favorite braai techniques when I don't have wood available.

DE JONGH BORCHARDT
Bellville

A BALLERINA'S DEBUT

My wife, Nicci, and I love camping in the Kruger National Park, and now that we've retired, we try to make it there more than once a year.

The Skukuza camp isn't one of our favourites, but it was the only spot we could camp for 10 consecutive days in October 2017. One morning we drove on the H1-2 between Skukuza and Tshokwane and came across a large herd of elephant crossing the road. We stopped at a safe distance and waited for them to cross the road. One of the last to do so was a young cow. And right in front of us, in the middle of the road, she stopped and looked straight at us.

It felt like minutes passed. She turned sideways and raised her right front leg in the air for a few seconds, put it down and kicked her left back leg up and kept it in the air. Suddenly, she sank down onto her chest with her bum in the air and her two front legs stretched out in front of her. She curled her trunk and laid it down carefully on her front legs.

That's how she stayed for a few moments, then she shook her head... and with an almost playful look in our direction, she slowly got up. And walked off following the herd, her trunk swaying in the air.

This spectacle was so unexpected and vivid that Nicci and I started clapping our hands. She made both of us think of a slightly overweight and confident school girl who triumphantly makes her ballet curtsy on the school hall's stage. Only after the "performance" did I remember my camera lying on my lap; I didn't get a single shot.

As soon as we got home, I ordered a dashcam for my Fortuner and stuck it on the windscreen. We camped in Skukuza again this last October, and the dashcam stayed on, but unfortunately the young ballerina didn't return for an eagerly anticipated encore.

MARCEL DU PRÉ
Klerksdorp



Oops, our bad! Two errors appeared in our December 2018 issue (*go! Drive & Camp* # 17):

- On p. 20, we say the Raptor is powered by a 3.2 l twin turbo engine with 157 kW and 500 Nm power. It's actually a 2.0 l twin turbo engine.
- On p. 114, we give the price of the TrailBoss 2 000 W converter wrongly at R1 899. It should be R3 699.



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Would you make the switch?



Haval's range-topping SUV, the H9, is the most expensive and most luxurious Chinese vehicle currently on sale in South Africa. We asked if any of our Facebook friends would be willing to trade in their vehicles for one.



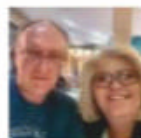
Stephan van Wyk

My GWM made it through Mozambique and I will take one of these any day.



Ben Visagie

No, they dilute good products from other manufacturers and people still buy it. I cannot understand why.

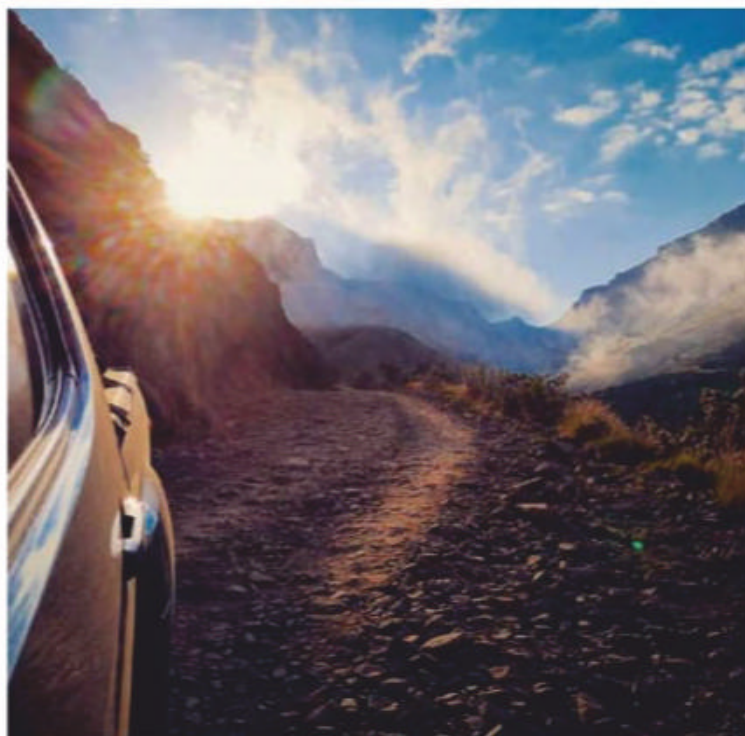


Andre van der Sandt

If it's anything like the Foton, then yes, I won't trade my Tunland in for any other bakkie and I drive ones from other manufacturers often.



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Keith Booysen

Has anyone been to China recently? They don't drive their own cars because they only last for a year. Everyone knows they are knock-offs with no prestige.



Hennie Lacock

In terms of resale value, this won't come anywhere close to my Fortuner when the time comes to trade it in or sell it.



Deon Geyser

Most of the people commenting here haven't even driven one yet. I've personally owned Toyota and Suzuki vehicles and would buy one with the greatest of ease.



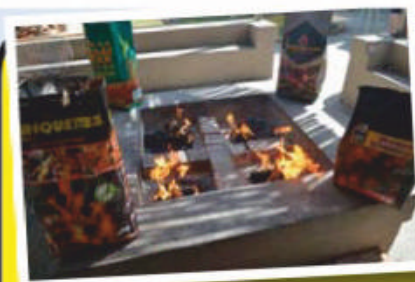
Fransoa Orffer

If you're someone who is all about the brand and still have insecurities about image, you would surely not buy one. I used to drive a vehicle worth half a million rand, but then I decided to spend my money more wisely and bought a GWM bakkie. It's definitely not the same quality overall, but it is lighter on diesel and sales are rising every month.



Walter Leon Hayes

Maybe in about 30 years. For now, I'll stick with Isuzu.



**COMMENT
OF THE
MONTH!**

"Bushveld wood."

We tested a few bags of charcoal and briquettes recently and asked our readers which brands they think were the best. Nick Smit's to-the-point comment garnered a few likes and no doubt a few sniggers. Well played, Nick. We also try to braai with wood where we can.



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Manners maketh the man

Good road behaviour and abiding by traffic rules have hit an all-time low – and there are several reasons why, says Mic van Zyl.

Looking back on my career, I realise that I have done a fair amount of mileage on our roads over the past 30 odd years. By my calculations, I have racked up more than two million kilometres behind the wheel of some or other vehicle.

For a stretch of around eight years, I managed to accumulate around 100 000 km a year or roughly 385 km every working day. I've seen my fair share of incidents and have experienced a couple of close calls. I have come to the realisation that good manners on the road and obedience to the law have hit an all-time low.

There are many reasons for this. The rapid growth in the middle-class population has certainly increased the number

to get from point A to point B within these urban areas. This increase in the number of vehicles (and people that need to get around) has caused higher levels of congestion.

WE ARE LIVING our lives at breakneck speeds due to the rapid advancement in technology, communication, and the availability and ease of access to information. This has lowered our tolerance to most things in life that are outside of our control or comfort zone. It's clear to me that this has spilled over into the way we use our vehicles, our behaviour when driving and our ability to share the road with fellow users. There also seems to be a lack of basic concepts of driving skills, especially among the newer generation of drivers on our roads.

Pondering the above, it begs the question: "So, how do we fix this?" Not easily and, in our country, it may be near impossible. According to a friend who runs a driving school, our government is dead in the water as far as basic driver training is concerned. It's almost entirely up to the private sector.

There are other areas that contribute to the problem where government is failing us. Policing of bad driving is pathetic. It's as if the traffic authorities are hopelessly overwhelmed. Unlicensed and falsely licensed drivers are rampant. Vehicle

roadworthiness is another area of government failure. We also lack a functional public transport network to alleviate congestion.

People without the means to private or public transport are left to use a massive fleet of minibus taxis that has become a law unto itself out of necessity. I don't see the government addressing these issues successfully anytime soon.

YOU AND I, however, can start making a small difference on a personal level. If your kids are often in the car with you, they'll pick up your habits, both good and bad. I have resorted to making a constant mental note of my driving behaviour when young Michael is in the bakkie with me. It has developed into second nature when he is not with me.

The more we act with responsibility and courtesy when driving, the better chance we have of cultivating this behaviour in our future road users. While you cannot control how people act, you can certainly control how you react. As my grandfather always said: "Manners maketh the man!"

People without the means to private or public transport are left to use a massive fleet of minibus taxis that has become a law unto itself out of necessity.

of vehicles on our roads, especially in urban areas. The mass migration of people from rural communities to cities seeking to improve their quality of living has also increased the amount of people who need

Mic van Zyl is the director of Ironman 4x4 Africa, the sole importer and distributor of the full range of Ironman 4x4 products.

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So you want to own a caravan park?

Sure, it sounds like fun to own your own caravan park. But there are many factors to take into consideration, says Neels van Heerden.

Many of us will have been on holiday in a caravan park at some point in our lives, having a great time and thinking about how fabulous it must be to live like this all year round. Yes, owning a caravan park sounds like the good life.

During the December holidays, you had a jol for two or three weeks at a caravan park somewhere in this lovely country of ours. Then you start thinking... you count the number of sites and multiply them, not by the length of your stay, but by the whole of the high season. And then you multiply that number by twelve, for each month of the year, and you arrive at an astronomical amount. You could be rich!

But the truth is that managing a caravan park requires team work and dedication. You need admin-oriented and computer-literate staff, and you also need a jack-of-all-trades on your payroll.

The basic infrastructure of a caravan park has a lifespan of around 25 years. Campsites that aren't regularly refurbished during the quarter century, or if no plans exist to refurbish periodically, are in serious danger of becoming not only dilapidated and unappealing but will also need more frequent repairs and upgrades to their plumbing, sewerage and electrical supply when they inevitably begin to fail.

IN SOUTH AFRICA most of our caravan parks are showing signs of wear and tear. Many were designed to cater to the holiday expectations of middle-aged customers. The challenge we face today is to build or rebuild our caravan parks using as many features and facilities as possible to appeal to younger guests with different tastes.

So, before you go looking for a caravan park to buy, let's run through a quick list of what's expected from an owner or manager.

You will have to:

- Undertake and/or supervise housekeeping and the cleaning of ablution blocks, sculleries, camp kitchens and other facilities offered by the park.
- Handle bookings and reservations and take care of or supervise the administration of the resort.
- Greet guests on arrival and receive payments at all hours of the day and night.
- Maintain the grounds and gardens, swimming pools and the camping stands in the park.
- Conduct and/or supervise all maintenance tasks, such as painting, electrical repairs, plumbing and waste disposal, plus minor or even major repairs to the facilities.
- Assist in the park's shops, cafés and other facilities.
- Provide guests with information on local tourist attractions and facilities.

• Organise, assist in or run the leisure activities.

IF YOU'RE STILL convinced it's the perfect job for you, also consider the following: a caravan park owner or manager is usually on call 24/7 and will be required to work weekends, public holidays and long hours during busy periods. Most of the work is outdoors and must be undertaken in all kinds of weather.

Imagine the following scenario: it's Saturday night, 10 pm. Rain is pouring down and it's cold and miserable outside. The park is filled to capacity and the main water pipe to the only ablution facility has burst. The chances of getting a plumber out before Monday is next to nothing. Now what?

Your only course of action is to grab a spade and start digging. But while you're out there on your own, getting drenched and miserable, you realise that your usual go-to solution, which includes several rolls of duct tape, won't cut it.

The next day you have to deal with hordes of grumpy customers. Many will ask for a refund and you'll have to endure a stream of abuse and bad-mouthing on social media for weeks afterwards. And then you still have to get that plumber to do the repair work. That's a lot of profit down the drain, if you'll pardon the pun.

**You could be rich!
But the truth is
that managing
a caravan
park requires
team work and
dedication.**

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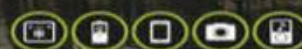


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Straight talk about Jurgens Ci



After a year of serious production problems, and liquidation and labour law suits, it seemed at one point that it was game over for Jurgens Ci. In a straight-talking interview with *go! Drive & Camp*, Paul Kyriacou, owner of Jurgens Ci, acknowledges that the company went through rough patches but gives assurance that the production line is once again fully operational.

After several labour disputes, the plant's workers initiated a court case to have Jurgens Ci placed in business rescue, but Paul says conditions on the factory floor have improved and workers are likely to abandon the case. About the provisional liquidation order granted to Megafreight Services, Paul says they are still in negotiations. He

believes, however, that the case will be settled before it appears again before the Supreme Court in early February.

The hearings and labour problems were a result of things that started coming apart two years prior. Shortly after Paul purchased Jurgens Ci from the Imperial Group, a two-month strike had paralysed the company. The strike turned violent when Pierre Malherbe, head of the trailer division, Steelworx, and other workers were assaulted.

Although the strike was illegal and the culprits fired, Jurgens Ci plunged into a cash-flow crisis, according to Paul, so much so that he could not pay some of his suppliers. Meanwhile, the company lost a lot of expertise, and complaints about the new range of Jurgens caravans came streaming in. This new

range had been introduced a month before Paul's takeover.

Quality problems

He had therefore inherited this drama, says Paul, and eventually spent several millions of rand to fix relations with dissatisfied owners. Until that time, Jurgens caravans (excluding the company's other brands such as Gypsey and Sprite) provided 40% of the business's income, but it turned into a 40% loss almost overnight. This range has since been terminated.

Paul says caravan dealers brought further quality issues to his attention and he took his production staff to task. They resigned before an internal disciplinary hearing could take place. He says this directly affected Campworld dealers (Jurgens Ci's dealer network) as the factory could not replenish their stock. For example, one of the largest dealers in the country who spoke to *go! Drive & Camp*, received (and sold) almost 20 caravans a month from Jurgens Ci, but by April 2018 they could only deliver >

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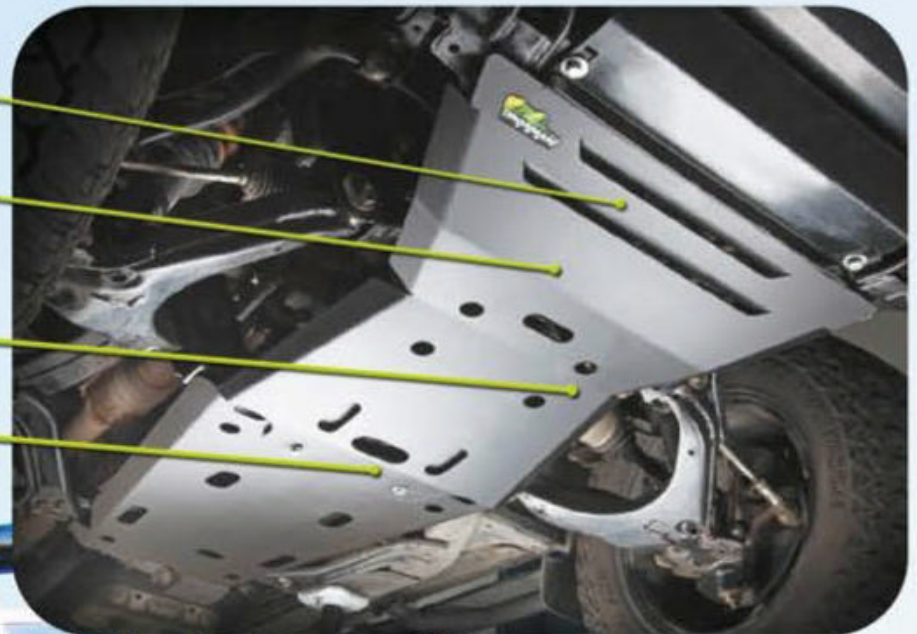
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half that. Paul says in July last year his cash-flow problems got so bad, he had to shut down the production line for three months.

With a good 30 dealers throughout the country, who had to keep head above water with little to no stock coming from Jurgens Ci, about half of them decided to set up the company LeisureWorld. This enabled them to purchase spare parts for Gypsey, Sprite and Jurgens caravans themselves so that they could service their customers' caravans. A handful of dealers decided to give up their Campworld franchise and enter into agreements with other brands. Many LeisureWorld dealers also teamed up with other brands.

Paul informed these dealers via a letter from his attorney that doing so was a breach of contract. "But I decided to give dealers a choice about what products they would like to sell. The contracts of those who still support Jurgens Ci products remain in place, but new contracts have to be entered into with dealers who want to sell Jurgens Ci as well as other brand names." (A dealer we approached about this said they welcomed such an agreement, and that there



are other dealers who feel the same. – Ed.)

The production line is now operational

Paul says they reviewed the production method at the factory, and quality control in particular has changed. It seems that the fresh approach is already yielding fruit. We spoke to Johan Nortjé, owner of Leisureland Campworld in Bellville. He had just received five new Jurgens Ci caravans and says the quality regarding construction is the best he has seen from this manufacturer in the past decade.

Paul says that Jurgens Ci had boosted its production to more than 100 caravans a month by the close of 2018. It currently takes 24 working hours to build a caravan, explains Tian Müller, operational manager. In addition, two new CNC timber cutters were purchased for the

cabinet work, which further improved production time.

On the day we visited the factory in December 2018, there were 10 Sprite Tourer and 10 Jurgens Exclusive models on the production line. Plus there were five ready-made Hercules Tuff Trax off-road caravans that were ready to be shipped to Australia.

Other major news from the factory is that Jurgens Ci has stopped using wood in caravan panels. Jurgens Adler, a consultant for Jurgens Ci, says the series is being completely renewed and no less than 1 300 changes have been made to the failed range. The panels are now exclusively made of polyurethane with fibreglass layers. These panels each consist of four parts that fit together like puzzle pieces.

Good news is that the entire Jurgens range will now get an outside kitchen. Paul says the popular Penta will be introduced early in 2019, with the rest of the range to follow at a later date. >



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A BAKKIE FOR BUCK ROGERS

Rivian, an American vehicle manufacturer that has existed since 2009, debuted a vehicle in November 2018, that piqued the interest of technology giants including Tesla, Inc.

The Rivian R1T is currently just a concept vehicle, but it makes ambitious claims. According to Rivian's website, the R1T has a wading depth of 1 000 mm (without a snorkel), 560 kW power and 14 000 Nm torque (no, that's not a typo) and, thanks to air suspension, a ground clearance of 360 mm (the average bakkie sits about 220 mm above the ground).

The 180 kWh battery apparently holds enough charge for a range of 400 to 640 km (Tesla's Model 3 has a maximum 500 km range) and it accelerates from 0 to 100 km/h in about 3 seconds (watch out, Bugatti).

Sceptics may frown over these figures, but the driving force behind the project is a collection of big names in the automotive industry. There is Mark Vinnels, formerly of McLaren; Jeff Hammoud of Jeep; and a host of eager young faces with a long list of PhD degrees behind their names. Steering this company is Robert "RJ" Scaringe, a graduate of the Michigan Institute of Technology (MIT) and recipient of the Champions for Change Award, which the Obama government awarded young businesspeople who have the

interests of the public at heart.

Even if the R1T never gets off the ground, the team at Rivian has come up with novel concepts. We love the four electric motors (one for each wheel), each of which generates 147 kW and can operate independently, and also the luggage tunnel between the cabin and load bin that can be reached from outside on both sides of the vehicle – great for rifle cases or a golf bag. The

hatches of the luggage tunnel also serve as steps, which allow you to easily hop in the back. And, because there is no engine under the bonnet, you get a useful luggage space of 330 ℓ in the front. There are also electrical outlets in the back where you can plug in power tools plus a built-in compressor for inflating tyres. The tailgate folds with the push of a button – it can stop halfway as with a normal bakkie or it can be

dropped down completely.

There are, however, some things that aren't as clever, such as the spare tyre under the floor of the load bin. You'll have to offload your cargo to reach it.

The plan is to sell the Rivian R1T starting 2020. Prices kick off at \$61 500 (close to R900 000), but if you want to get your name on the waiting list, you'll have to pay a deposit of \$1 000 (just under R15 000).

Visit rivian.com for more information or send an e-mail to preorders@rivian.com if you have enough faith to pay that thousand dollars. >





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Loftus' masterful move

Loftus Caravan City recently concluded an agreement with South Africa's latest road caravan builder, Checkmate. The Checkmate will initially only be available at Loftus, but negotiations are underway to expand the network to Pretoria and Cape Town.

Checkmate's inaugural model is called the Knight, a medium-sized caravan, with models Pawn and Queen coming soon.

The Checkmate range contains no wood in its structure and, in terms of finishing, it can hold its own against European caravans. Woody Loftus explains the series slots in under their imported Swift caravans in the price range of R500 000 to R600 000. In terms of size, the Knight is comparable to a Jurgens Classique.

The bathroom is located in the back and the island bed (double-bed size) in the front. You can choose between a dinette or more cupboards. The dinette can be reconfigured into a second double bed.



The panels – which include the solid roof – consists of a polystyrene layer with a fibreglass skin, and around the edges is a high-density PVC foam layer. These panels are so strong that you can stand on the roof. The floor consists of the same materials, but the tail and nose are made of fibreglass.

The range has a slide-out

kitchen that includes a sink and induction plate, and there's a hatch on the back. The 100 l water tank is close to the axle and the spare wheel sits next to it below the caravan. The nose cone is spacious enough for a geyser and an additional air-con.

The tare weight of the Knight prototype is 1 620 kg, and depending on the buyer's

need, the GVM can be set at 1,8 t or 2 t. The chassis comes from Roadque and Checkmate uses a rigid torsion bar system.

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Echo reveals its new flagship

Echo4x4 added a fourth off-road caravan to its range. It's called the Kunene and it's bigger than the Kavango, currently the largest in their range. You can choose between two- and four-sleeper versions.

Echo still uses its distinctive fibreglass hull and styling, but unlike the Kavango's roof, that lifts to one side, the Kunene's roof works similarly to a pop-up roof.

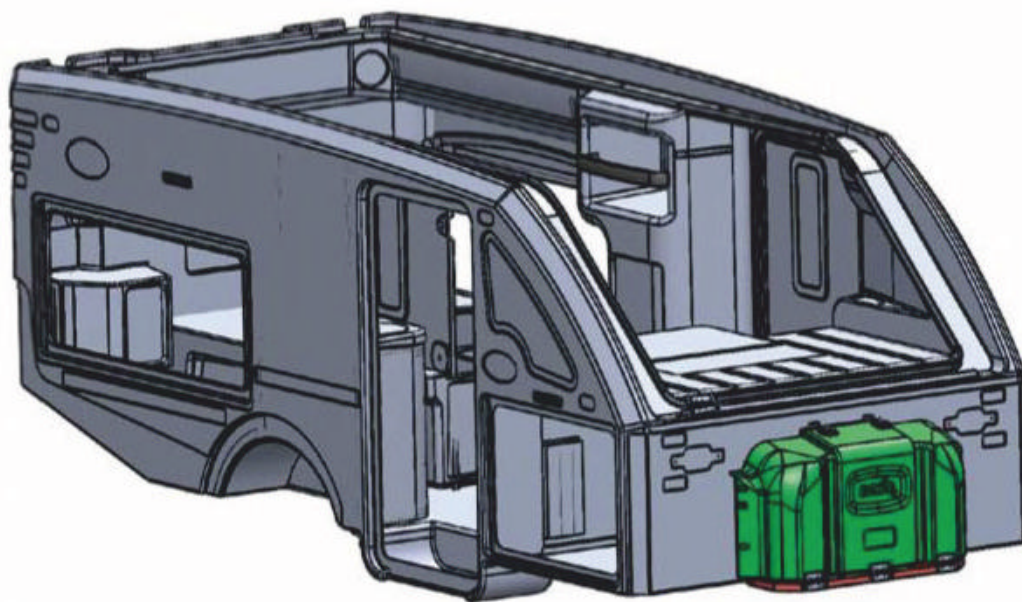
A double bed is in the back, but in the four-sleeper, the angled panel at the front folds up and out flat to form a second double bed.

The caravan has two doors opposite each other, and

you can opt for a bathroom section that fits by the right-hand side's door. The kitchen is outside, but the microwave and sink are inside the caravan.

A novelty is the slide-out table in the interior that pulls out at the front – perfect for a laptop. This table is also large enough for you to eat here when the weather turns. The two luggage compartments in the rear are also new.

They measure 300 x 400 mm wide and 100 mm deep, and between them is a wood shelf. The numbers 5,7 (l) x 1,95 (w) x 2,2 m (h). The tare weight has not yet been determined

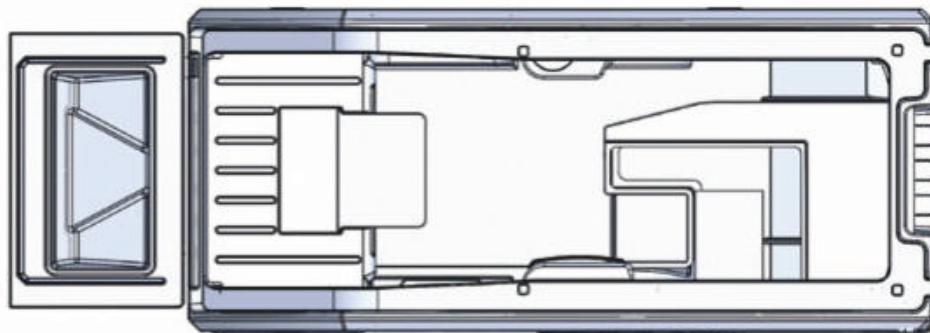
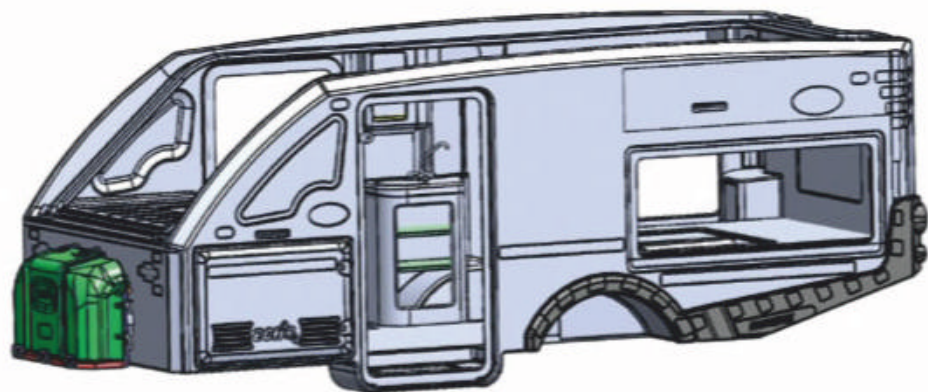
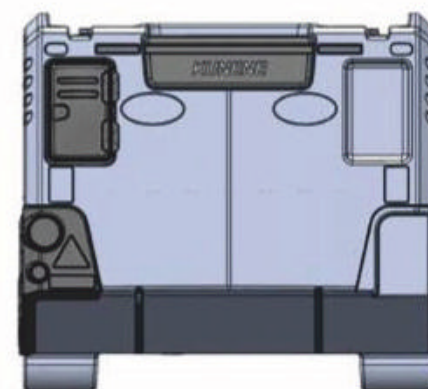


but should be around 1,1 t (the same applies to the GVM, which should be 1,5 t). The price was not available at the time of going to print, but they'll be on show at the Camp & Destination Show.

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Volkswagen Zamalek

Volkswagen has at last decided to bring the Dark Label version of its Amarok to South Africa. This special version was launched in the UK back in January 2018, and over the past year there's been much speculation

about whether it will come to South Africa.

By the time you read this, the first shipment of Dark Labels will already have found a home. By

the way, we wonder how often the name will be misspoken as Black Label – or Zamalek as the beer is colloquially referred to in the townships.

What's so special about it? It's painted black, it has

unique decals, tinted windows and rear lights, and a long list of electronic features that are otherwise sold as optional extras in the standard Amarok.

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Stealth well on track

Late last year, Stealth Caravans launched their first prototype road caravan, the Evolution XR6, and by December 2018 the first four show units arrived at dealers.

Garry Coady, owner of Stealth, says the factory in Pietermaritzburg has completed the caravans for their first customers. In fact, Noel and Bronwyn van der Merwe of Randburg bought the very first Evolution XR6 off the production line.

They appropriately named it Numero Uno and say they decided on the Evolution XR6 because it was just the right size for them and featured outstanding workmanship.

Garry says they're also working on a stretched

version of the XR6 model that will still fit in a garage. The layout is similar, but it will be slightly more spacious around the dining and sleeping area. If things go according to plan, Garry will also introduce a collapsible bathroom later this month. This bathroom is a separate unit that fits onto the back of the caravan and it can be added afterwards. The bathroom has a solid roof and a solid basin with canvas sides – and the unit folds flat and fits against the caravan's side panel when not in use.

There is also a separate dry compartment with a folding basin. Check them out at the Camp & Destination Show.

Contact 📞 stealthcaravans.co.za



Goodbye, internal combustion engine

Volkswagen announced in December 2018 that its next generation of fossil fuel-burning engines will be its last. The company has undertaken to comply with the Paris climate accords of 2015 by focusing on electric vehicles from now on.

Volkswagen is already in the process of phasing out internal combustion engines and plan to seriously invest in electrical power systems in five years' time. An amount of €44 billion (about R715 billion) has been

set aside for this changeover and, according to Volkswagen's head of strategy, Michael Jost, Volkswagen will focus primarily on self-driving and drive-share vehicles.

VW hope to have 50 electric models by the year 2025.

In the past few years, European car manufacturers have fallen behind Asian competitors who are eagerly embracing electric vehicles, a matter that Volkswagen now wants to do address. >

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Conqueror goes posh

Conqueror's luxury range of its standard caravans is known as the Platinum series. Four models are available. But now the manufacturer has introduced an additional variation on this series and they call it the Recce Limited Edition.

According to Conqueror's Philip de Vries, this hyper-luxurious range gets a TV and radio as standard extras. The tents of the Compact and Comfort (the two off-road trailer models) now open automatically and the two off-road caravans, the Commander and Companion's independent suspension has adjustable air suspension added – a first for our caravan industry. As an added benefit, these caravans can be lowered to fit in a standard garage.

Further luxuries include a 360-degree awning for the two off-road caravans and a 270-degree roof for the off-road trailers, as well as plush mattresses with branded bedding, purpose-built stainless steel braai grid and an improved power system (40% better

loading capacity and 30% more efficient use of solar energy).

Prices are not yet available, but the series will be on show at the end of the month at the Camp & Destination show.

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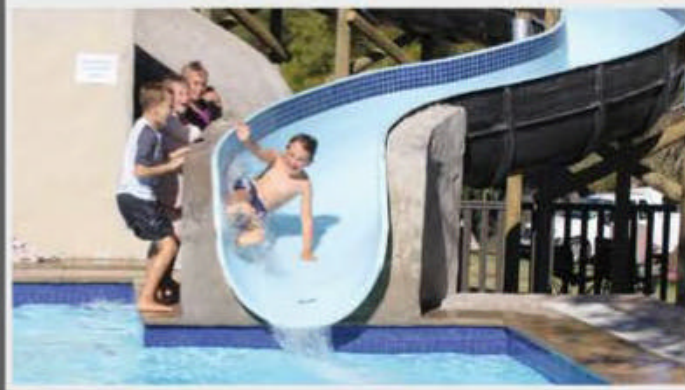
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Fiat Panda gets it wrong

The Nissan NP300 Hardbody is no longer alone in the detention hall. The European NCAP (New Car Assessment Program) awarded zero stars to the Fiat Panda in a recent crash test – the same as the Hardbody.

The European safety agency was particularly upset about the 16% child safety score and 7% electronic safety features rating the Panda achieved. The highest score the Panda managed to get was 47% for pedestrian protection.

So, if you get run over by a Panda, you have a near equal chance of walking away or being taken away in an ambulance. The Panda got an average satisfaction rating of 28,75%.

The biggest concern is the inadequate protection for children seated in the rear. Child-size crash-test dummies showed serious injuries to their necks and heads (and chests) after side and head-on collisions.

Other than the Panda and the Hardbody, the 2018 model Jeep Wrangler did not fare particularly well either, but at least it got one star. It achieved 50% for front-passenger protection, 69% for child protection, 49% for pedestrian protection and 32% for electronic safety features.

The vehicle that received the best marks in last year's NCAP tests is the Mercedes-Benz A class with an average satisfaction rate of 88,5%.

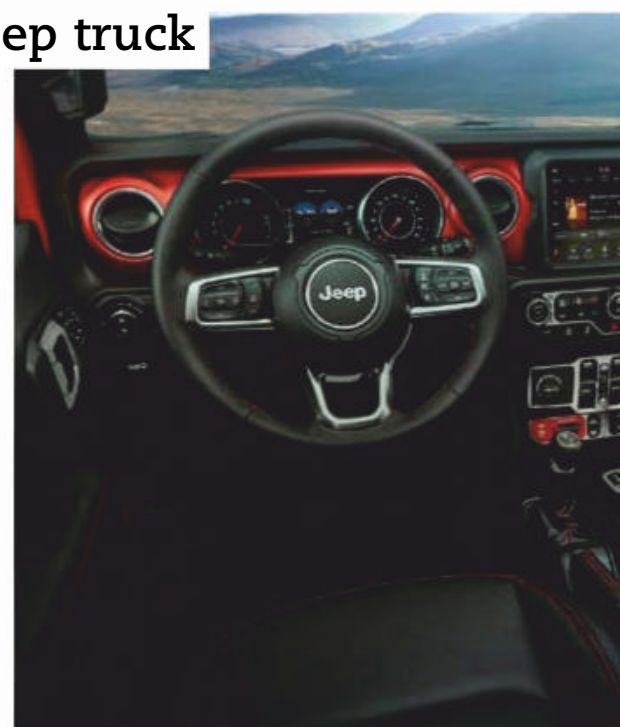


The return of the Jeep truck

The Gladiator isn't Jeep's first bakkie, it's not even the first time Jeep has used this name. Between 1947 and 1992 there were several Jeep "trucks", but the most popular among them was the original Jeep Gladiator (1962–1988) based on the remarkable Jeep Wagoneer.

The new Gladiator debuted as a concept vehicle in 2005 (pictured middle, opposite page), amid great excitement, but then news about the bakkie's development dried up. The concept vehicle featured suicide doors and a spare wheel on its left flank, which harkens back to the 1947 truck (insert). These oddities were since abandoned and the production model is slightly more conventional.

The new Gladiator was launched at the Los Angeles



Motor Show in the USA at the close of 2018. Fiat Chrysler South Africa has yet to make an official statement about the Gladiator, but we can confirm that it will be a double cab, and the roof, windshield and doors can be removed, just like the Jeep Wrangler.

The interior is brand new



with an abundance of buttons on the dash. The rear seats can flip upwards and fold down so you and your partner's luggage can be secured in the back without damaging the upholstery.

Under the bonnet is a 3.6 litre Pentastar V6 engine with an eight-speed automatic or six-speed manual transmission, or a 3 l EcoDiesel V6 with an eight-speed automatic transmission.

Will it reach South Africa? The Gladiator will soon be sold in America (dollar prices were still unknown at the time of going to press).

We'll keep you informed as to what Fiat Chrysler South Africa decides, but chances appear to be good, especially if South Africans show enough interest in it. Visit jeep.com/gladiator for more information.

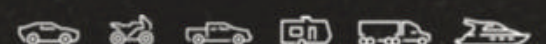
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No shrinking violet

After 20 years, the Tyrion Lannister of the off-road world has finally been replaced. So, was it worth the wait?

Text Cyril Kloppe

The previous Suzuki Jimny may have had its flaws, but it was easy to overlook them as the little Suzuki had loads of character. And, if you've ever had a Jimny in your off-road group, you'll know Jimny owners are fanatical about their vehicles. He or she will claim that their Jimny can drive circles around your hulking off-roader... and, often, they are correct.

Suzuki has endeavoured to

improve upon the previous Jimny. Let's see if they succeeded.

Things we like

The preceding 1,3 l engine struggled to maintain a cruising speed of 120 km/h, especially in hilly terrain. The new 1,5 l engine pulls far stronger and accelerates quicker between traffic lights.

Added to the larger engine, you now have a choice between a five-speed manual and a four-speed automatic transmission, the

latter of which is only available in the flagship GLX model. The auto box is a welcome addition, especially in technical terrain and in peak traffic, but we'd recommend the manual if you need to wring every last spark of energy from the engine.

We love the 4WD short lever behind the gear shifter. It probably won't pique the interest of the average suburban housewife who has little to no interest in off-roading, but for

a 4x4 enthusiast the physical act of pulling a mechanical lever and actually feeling how the transfer case engages is a fulfilling experience.

The rear passengers have more legroom – not much, but enough to prevent cramps.

You can identify a Jimny driver by his soggy right thigh. Owners of the former Jimny know this phenomenon. When opening the door after the rain (or a drive-through carwash), a rivulet falls



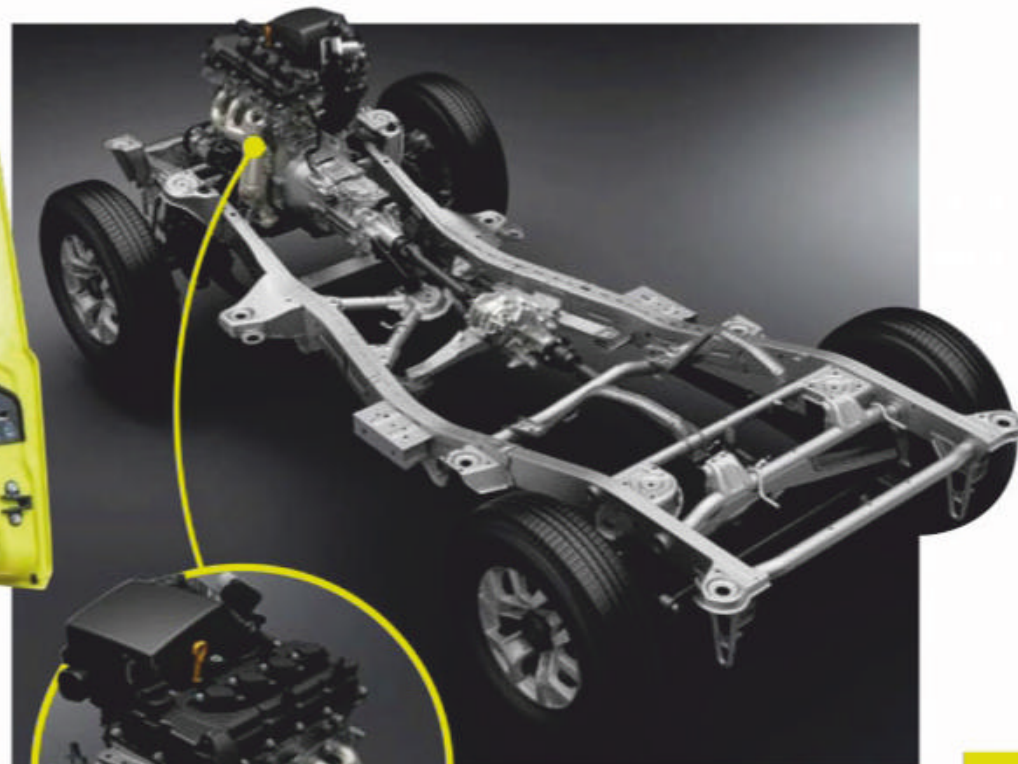
SUZUKI JIMNY



BOLD CONDENSED. The Jimny's design is a respectful nod to yesteryear (main). The square tailgate opening takes up all of the rear end, and will be handy for installing a drawer system (top). The Jimny's cabin is spartan, with window winders (above) and chunky switchgear on the dashboard.

SPECIFICATIONS

Model	Suzuki Jimny GLX
Engine	1 499 cc, four-cylinder petrol
Power	75 kW @ 6000 rpm
Torque	130 Nm @ 4,000 rpm
Transmission	4-speed automatic
Fuel consumption	6,3 l/100 km
Tare weight	1 095 kg
Approach and departure angles	37 ° and 49 °
Wading depth	Unknown
Ground clearance	210 mm
Warranty	5 years/200 000 km
Service plan	4 years/60 000 km
Price	R319 900



directly on your leg. The Jimny now features a gutter at the roofline that takes care of this little problem. The gutter also allows a greater choice in roof racks.

The boxy styling is perfect for a Jimny. It pays tribute to both the original Suzuki SJ and its direct predecessor, but it also has its own unique features. We don't know who designed the Jimny, but he or she deserves a bonus check.

We're delighted that Suzuki kept the ladder-frame chassis. They've even added extra reinforcement by welding an X-shaped crossbar to it.

The wide back door is perfect for owners who want to replace the rear seats with a drawer system and the opening is rectangular so that no space is wasted.

Another thing that makes us happy is the manual window winders (only in the GA model). Call us crazy, but those crank handles make us want to shed a tear for those halcyon days before everything worked with touchscreens. The GA model appropriately also has steel rims.

Things we don't like

Believe it or not but the new

Jimny's luggage space is even smaller than its predecessor. You could previously squeeze four plastic turnover boxes into the boot – now it seems as if there's barely room for a 2 l cool-drink bottle. You'll have to flatten the rear backrests when you do the monthly shopping run, but then the surface is so smooth that your groceries slide about.

The rear passengers have also lost their cup holders. Sorry kids, but you'll just have to get used to pinching your cool drinks between your knees.

We don't know who designed the new Jimny, but he or she deserves a bonus cheque.

And where is the lockable rear differential we begged you for, Suzuki? The Jimny does have a braked limited slip differential, but it's no true diff lock. We guess it's better than nothing...

There are other issues, but they are minor and not worth splitting hairs about. At the end of the day, the Jimny is a pleasant vehicle.

Conclusion

Just like Tyrion, the maudlin dwarf of the *Game of Thrones* TV series, you'll have to forgive this new Jimny its faults, before you can love it.

Decent, comfortable and competitive

Mahindra's sleek SUV has undergone a few revisions in the way of a slight facelift and a few other additions in the features department.

Text Kyle Kock

MAHINDRA XUV500



Let's face it, Mahindra's very much a bit player in our local leisure market, despite the fair success of the seemingly trustworthy but noticeably more spartan Pik-Up and Bolero models that appeal to the commercial market a bit more. Mahindra have recently bolstered their line-up with a refreshed XUV500, which comes in four trim levels, and they have our leisure market in their sights.

What exactly is new?

If you take a quick glance at the XUV500, you'd be forgiven for thinking that you're looking at its predecessor. But the changes in the styling department are so subtle that you need to look a bit closer. The first element that was revised is the front grille, in the same seven-slot format the brand is known for, but

this time with a thicker chrome surround and extra chrome bits. The headlamps have also been redesigned, and now feature daytime running lights along the upper section.

The lower half of the nose has also been tweaked, with a more chiselled bumper that incorporates new fog lamps and a faux bash plate. Along the profile, there's more chrome along the lower edges of the doors and the D-pillars also have revised trim. The redesigned tail lights are probably the most noticeable aspect of the rear end, because they're now horizontal instead of the outgoing vertical units.

The revisions to the backside also include a redesigned tailgate, with a larger spoiler,

wider number plate enclosure, rear-view camera on the more premium models and dual oval tailpipes on either side.

Varied levels of luxury

The XUV500 comes in four spec levels, thanks to Mahindra adding new models to the range. The line-up now comprises of the W4 entry level model with dual front airbags, aircon, electric windows and side mirrors and 6-inch infotainment display with USB and Bluetooth connectivity and a single charging point.

The W6 adds ambient lighting, cruise control, reach and height-adjustable steering column, climate control, some of the chrome trim we mentioned earlier, and

a multifunction steering wheel. The W6 is also available in automatic only.

Then there's the W8 that we're familiar with, with its six airbags, reverse camera, an additional charging socket, puddle lamps, a seven-inch infotainment screen with iPod connectivity and integrated GPS, as well as black leather upholstery.

The new range-topping W10 adds a one-touch sunroof, six way electrically adjustable driver's seat, and keyless entry and start. Visually, chrome detailing around the windows sets the W10 apart from its siblings. All four models have seating for seven.



SPECIFICATIONS

Model	XUV500 W10
Engine	2,2 l four-cylinder turbodiesel
Power	103 kW at 3 750 rpm
Torque	330 Nm at 2 800 rpm
Gearbox	6-speed automatic
Fuel consumption	7,4 l /100 km
Tank	70 l
Ground clearance	200 mm
0-100 km/h	n/a
Warranty	5 year/150 000 km
Service plan	5 year/100 000 km

PRICES

XUV500 W4	R299 999
XUV500 W6 AT	R359 999
XUV500 W8	R374 999
XUV500 W8 AT	R403 999
XUV500 W10 AT	R419 999



Not at all bad to drive

All four models are powered by the same 2.2 l turbodiesel four-cylinder engine that Mahindra calls mHawk. The unit produces 103 kW and 330 Nm of torque and sends drive to the front wheels via a six-speed manual gearbox or automatic transmission.

Despite not being one of the more powerful engines available in a leisure vehicle locally, the mHawk is not a slouch. We didn't get to sample a manual model, but the W10 we drove uses the slush box to good effect, with fairly smooth shifts that don't happen too soon. That sort of electronic mapping helps to make effective use of the engine's output.

What's also immediately noticeable is that the XUV 500's cabin is quieter than its predecessors. That's because Mahindra teamed up with Lotus to redevelop the suspension system so that the ride is more comfortable, and handling is improved. The resulting drop in noise, vibration and harshness levels is a happy side effect.

Standard across the range is ABS with EBD



LOOK TO THE TAIL . The rear end is where the updates will catch your eye the most. This is because the tail lights and tailgate have been redesigned with dramatic effect. The XUV500's cabin is ageing, but it's packed with features and is noticeably more quiet while driving than its predecessors .

and from the W6 up, there's hill-hold and hill-descent control functions to make inclines less of a challenge. An electronic stability programme and rollover mitigation ensures that your off-road adventures don't get out of hand.

Conclusion

This is the second time that Mahindra has enhanced the XUV500 after the first facelift

in 2015. It's been around since 2012 and, by new car standards, that means it's getting on a bit. There's no foreseeable replacement for it, and that's why this round of revisions included new models.

Although the XUV500 isn't by any means a breakthrough product, it at least allows for a decent and comfortable family vehicle that caters to all budgets, with competitive spec levels to boot.

TYRE EXPERT:

Nothing ruins a holiday quite like a tyre puncture, which is why most off-road travellers favour puncture resistance above all other tyre features.

However, with the exception of sidewall damage and excessive tread wear (due to under inflation), a common cause of off-road tyre damage relates to cut-and-chip performance.

In most cases, this happens at high speed and on long gravel roads, where impact forces against loose or partly embedded rock cause cuts and chips to the tyre's tread belt.

Interestingly, this damage is more likely to happen to the rear tyres of your vehicle, for the simple reason that the front tyres tend to overturn these rocks, or (very often) fling them backwards at high speed.

Unfortunately, cut- and chip damage cannot be repaired, and over time, it will greatly affect the traction performance of the tyre as well as its life-expectancy, which can be reduced by as much as 70%.

EXTREME RESISTANCE

So, what makes one tyre more susceptible to cut and chip than another? Well, let's look at that question from a different angle and ask: If we engineered a tyre specifically for extreme cut and chip resistance, what would it look like?

First off, the tread blocks would be as large as possible, for the simple fact that a large tread block will shoulder impact-forces far better than a smaller tread block will. Secondly, the tread-block design would follow an elemental shape, as opposed to a geometric one. And lastly, the tread blocks would have no siping.

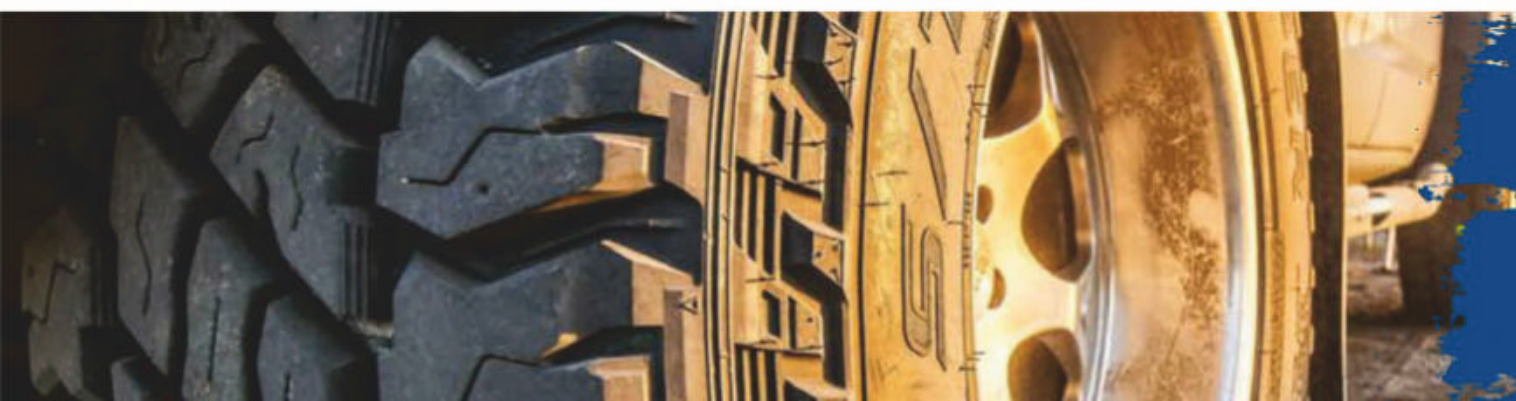
As you may know, sipes are thin slits that are cut (or moulded) into a tyre's rubber surface. The process was first invented in the early 1920s by John Sipe, who patented the idea after cutting slits into the soles of his shoes. However, it was only in the 1950s that the tyre industry adopted the process on a large scale.

Today, several tyre manufacturers are experimenting with various shapes, forms and types of siping; but no matter how the technology evolves, tyre sipes are widely accepted as a major contributor to the traction performance of a tyre on wet tar, snow and ice.

The problem, however, is that tyre sipes also produce weakened edges within the tread block, by creating potential cleave-off zones that are too small and unsupported to resist the impact forces and abrasiveness of a rocky trail or high-speed gravel road.

So, if your sole intention were to engineer an extremely durable tyre – built for extreme

A LEADING CAUSE OF TYRE DAMAGE OFF-ROAD



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ABOVE: An example of an industrial use off-road tyre with no sipe grooves and large, elemental shaped tread blocks.

LEFT: An example of cut & chip damage where bits of the tread block have broken off at their weakest point: the sipe groove. Generally speaking, winter-rated tyres have geometrical-ly smaller tread blocks with lots of siping. These features work well for their intended purpose (wet, icy roads), but they're not suitable for prolonged use on abrasive gravel tracks.



ABOVE: Tyres that achieve an extreme winter rating will showcase the universally recognised 3 Peak Mountain & Snowflake symbol on their sidewall. In most cases, winter-rated tyres need more sipe grooves in order to achieve their 3PMS rating. The downside, of course, is that this feature exposes the tyre to cut and chip damage off-road.



ABOVE: The Cooper S/T MAXX features limited siping that is both internal and partly exiting of the tread block. Note how each tread block is generously sized to endure the impact forces of off-road terrain.

cut-and-chip resistance – it's quite likely that the tyre would have no sipe grooves at all.

Of course, such tyres do exist in the industrial and agricultural sectors; but, for passenger vehicles, pick-ups, 4x4s and SUVs, a variety of traction needs must be met. This is why you'll find siping in Cooper's most extreme off-road products, such as the Discoverer STT PRO and S/T MAXX. But, there's a twist...

A feature that's extensively used in Cooper Tire products is the inclusion of internal sipes. This means that the sipes are cut within the tread block, and do not cross the tread-block edge. This feature vastly improves the tyre's resistance to cuts and chips by ensuring that the sipe slits do not weaken the tread-block edges, while still maintaining the benefits of traction performance in wet conditions.

However, tyres which are designed for severe icy roads and wet-weather conditions generally have a tread pattern, structure, and material-compound geared for that purpose. These tyres usually showcase the 3 Peak Mountain & Snow (3PMS) symbol on their sidewall.

GOOD NEWS & BAD NEWS

Many of us are familiar with the M+S All-Season symbol found on various all-terrain tyres; but in the case of 3PMS tyres (such as the Cooper A/TW and various other tyre brands), these 'winter-rated' tyres are designed for unusually cold, wet and icy conditions. In fact, in certain parts of North America and Europe, winter-rated 3PMS tyres are often a legal requirement between the months of October and March.

Unfortunately, the qualities that make a tyre

3PMS rated are often the qualities that make a tyre susceptible to cut & chip when used extensively on gravel roads. Some of these features may include:

- **high levels of tread-block siping, which produce vulnerable edges that are more likely to be cleaved off through contact with sharp gravel surfaces**
- **smaller tread blocks that are geometrically less stiff than larger tread blocks**
- **higher voids or openness in the tread pattern, which increases the tread block contact pressures with sharp gravel surfaces**
- **tread cap stocks that are biased towards low-temperature compliancy, rather than ultimate rupture strength**

The Cooper Discoverer A/TW is a great example. Thanks to the A/TW's generous siping design, purpose-engineered tread compound, and sidewall-marked 3PMS rating, this tyre is specifically designed for severe winter conditions and wet-weather roads. However, should this tyre be used for extensive off-road driving, this misapplication will soon cause the tyre to break down in the form of cut & chip damage.

FUTURE TREAD DESIGNS

Of course, tyre technology is constantly evolving: some day, we may very well get to enjoy the benefits of a tyre that is as capable in severe winter conditions as it is durable on gravel roads. But, until then, the qualities of a winter-rated 3PMS tyre are generally not compatible with long-term use on rocky terrain or abrasive gravel tracks.

Next month, we'll take a closer look at the Cooper S/T MAXX, and reveal why this tyre has become the preferred choice of safari rental companies, the mining sector, and 4x4 tour guides.

Until then, be sure to check the sidewall of your tyre for the M+S or 3PMS symbols, and ask yourself: Is this the right tyre for the job?

Regards,

The TyreLife Team

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Die Hard 300

The Nissan NP300 Hardbody received unwelcome attention when it got a zero star rating in a recent NCAP crash test. Cyril Klopper buckled up and took it for a drive.



NISSAN NP300 HARDBODY

Should we regard the Nissan NP300 Hardbody with suspicion after its failed test? Perhaps, but there's no need to throw out the baby with the bathwater.

We rummaged through our archive and re-read the 2002 Nissan Hardbody review featured in issue #3 of *Drive Out, go! Camp & Drive's* predecessor. The then editor, Geoff Dalglish, was impressed by the Hardbody, praising its standard features, which included a list of safety equipment. Geoff clearly knew what he was talking about, because 17 years

ago the NP300 was one of the best and safest bakkies in South Africa.

Will Nissan South Africa suffer losses because of the poor NCAP result, or will the NP300 Hardbody, like the crocodile and the great white shark, survive from the days of the dinosaurs well into the future? It's high time to revisit the Hardbody.

Interior

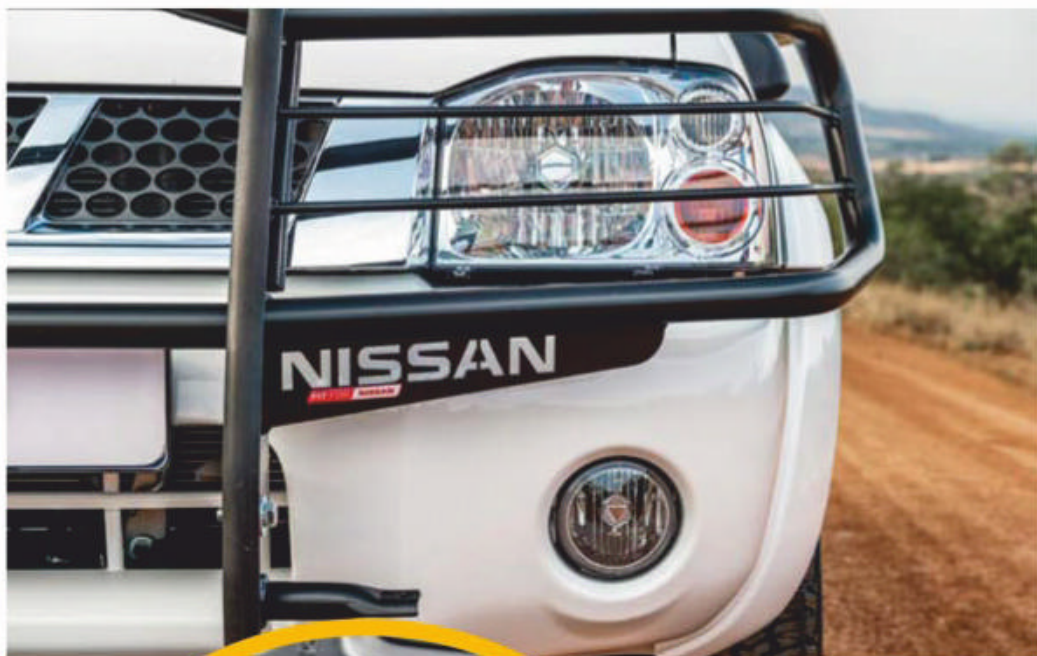
It's almost exactly the same cabin that Geoff described as "classy", but the component radio in the centre console has now been replaced

by a modern touchscreen infotainment system with satnav.

The thin front seats are somewhat weird. The short backrests barely reach your shoulder blades, and the headrests hardly come up to your neck. It's nice to see the 4WD selector next to the gear lever, as it's more reassuring than some drive-mode button that diminishes the role of the driver. And the grey finishes are the epitome of unpretentiousness.

On the road

Despite the "Hi-Rider" in its model name, this



LEVERAGE. The old-school slide levers of the air-con contrasts with the modern touchscreen above it. We think the NP300 carries its age well, but the folks at NCAP obviously disagree.

SPECIFICATIONS

Engine	2 488 cc, diesel
Power	98 kW @ 3 600 rpm
Torque	304 Nm @ 2000 rpm
Transmission	5-speed manual
Fuel consumption	8,8 l/100 km
Tank	75 l
Ground clearance	220 mm
Approach and departure angles	31 ° and 25 °
Ramp over angle	24 °
Wading depth	890 mm
Tare weight	1 767 kg
Load capacity	750 kg
Maximum towing weight	1 400 kg
Service plan	Optional
Guarantee	6 years/150 000 km

NP300 Hardbody 2.5 TDI Hi-Rider 4x4 Double Cab
PRICE R 370 900 *

** go! Drive & Camp's test vehicle was equipped with Nissan-approved 4x4 accessories worth R25 000 (excluded from the price).*

Nissan doesn't feel high off the ground at all. The guys in modern "lifestyle" off-roaders look down on you in gridlocked traffic and you're not much higher off the road than the family sedans around you.

The gear lever action feels mechanical rather than fluid and the 2.5 l diesel engine doesn't result in fireworks when you step on the pedal. Nevertheless, you always have the feeling you're sitting in an honest, hard-working, tough-as-nails bakkie.

To test the Nissan Hardbody's off-road ability, we tackled the Melkbos 4x4 track >



just outside Cape Town. It's a winding trail between ancient sand dunes, with tall mounds of dirt and boggy marshes thrown in for good measure. The NP300 weighs so little (1,7 t) that sand isn't much of a hindrance, and if you deflate the tyre pressure to 1,2 bar, the odds of getting stuck are relatively low.

When it comes to axle twist and extreme climbs, the NP300 sometimes isn't up to the task. This is when you truly miss the rear diff locker which Nissan South Africa removed for whatever reason. The limited slip diff that replaced it is less effective.

The NP300 has a turning circle as wide as the river Clyde and on the Melkbos 4x4 trail's winding tracks, the steering wheel was often in full lock.

Conclusion

We went to a Nissan dealer to find out how their customers feel about the NP300. The salesperson claimed that the NCAP result had no impact on the Hardbody's sales.

The lack of a diff lock does hurt it, though. This dealer apparently lost a lucrative deal with a well-known civil engineering firm, precisely because the NP300 no longer has a rear locker.

What would Geoff Dalglish say about the Hardbody today? When we last heard from Geoff, he'd made a paradigm shift in his life. He has foresworn 4x4 vehicles and he's now an "Earth Pilgrim", hiking around the world to raise awareness about preserving natural spaces.

One can't help but wonder if the NP300 Hardbody has had its moment in the sun, and that perhaps it's time to put the NP300 out to pasture. Its old-school charm is sometimes inconvenient and some – like the people at NCAP – may even insist that it's downright dangerous.

South Africa's road death statistics are shocking. Is there really room for vehicles that fail safety tests?

Just hold on a minute

We don't have to do whatever Europe dictates, says **Kyle Kock**. There's a need for a vehicle such as the Hardbody in our market.

Alright, so we can't ignore the hullabaloo about the NP300's poor NCAP rating, but before everybody continues with the "Softbody" jokes, perhaps we need to be reminded that this bakkie is now two decades old.

I'm willing to strip to my skivvies and go running across the field at Newlands to bet that a first-generation Nissan Navara, which when it was launched was regarded by many as an aspirational bakkie and way more high-tech than a Hilux or Ranger, would probably fail the same test taken by its older sibling in 2018 and then some. Heck, even bakkies from other brands would fail and I'll go even further to say that some of the older SUVs around would perform dismally as well. How many of us are still driving around in Defenders and first-generation Fortuners?

Manufacturers have a long history of continuation vehicles in South Africa. The CitiGolf and Toyota Tazz soldiered on as immortal versions of the Golf Mk1 and Toyota Conquest in our market and now the Polo Vivo and Toyota Corolla Quest continue to offer affordable "new" vehicles for the motoring public. We buy these, like the NP300, because they're familiar, with good after-sales support and parts availability.

South Africans have always been a conservative bunch, and that's reflected in our buying habits. Once a manufacturer gets a bad rep for expensive electrical repairs after 10 years or certain parts breakages that cost an arm and a leg to replace at 100 000 km, then that can very well mean we don't touch their products again. What I'm getting at is that there are plenty of newer brands from the Far East that have popped up in recent times at very competitive prices for what you're getting, but still flying very much under the radar with regard to crash testing. Who knows what sort of safety's on offer there, or is sacrificed in order to offer sleek designs and touchscreen infotainment systems?

It's all good and well to say that the NP300 shouldn't be sold anymore because it's a passenger risk, but perhaps Nissan can make a few adjustments here and there to keep the Hardbody in the game for a bit longer. Let's also remember that there are many, many more used cars that get moved around than the 50 000 new vehicles that get sold every month in our country. Old vehicles in Africa don't have to pass expensive and stringent emissions and roadworthy tests every year or so to keep them on the road.

What about the ancient HiAce minivans, often overfilled Quantums and cheap Chinese knockoffs that still transport the majority of South Africa's workforce to work and back home every day? Two years ago, Cape Town overtook Johannesburg as the most congested city in South Africa, and overall we have a massive transport issue on our hands – which is why our market is so unique. The majority of us need to get around as cheaply as possible.

As laudable as these crash tests are, Africa has worse problems on its hands than worrying about how many stars your new vehicle scores. Does that mean that the desire to purchase the safest vehicle on the road is not a good idea? Of course, I'm not saying that. If you have the means to do so, then I'm happy for you. But it's simply too easy, in this age of taking offence on behalf of others, to point a finger at Nissan. We definitely need to see the results of a lot more manufacturers until we can start passing judgement. The NP300 results are a good starting point for Nissan and everyone else to catch a wake-up perhaps, and make real effort on the safety front, though we should take a step back and reflect on the unique position of our market and patiently await the results of others first.

I still get the feeling that the real issues are lack of common decency, common sense, road safety and sense, and a general culture of lawlessness on our roads. Driver education and perhaps stricter enforcement measures are probably our best tools to combat the horrific road death toll. Prevention is, after all, better than cure.





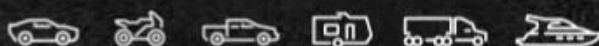
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The wild *frontier*

A new tour by Bhejane 4x4 Adventures explores the unique conservation areas – on land and at sea – on both sides of the border between South Africa and Mozambique. We joined them to seek shy elephants, rare birds and sea turtles.

Text and photos Evan Naudé



The northeastern corner of KwaZulu-Natal is a unique spot. The 220 km of coastline between St Lucia and Kosi Bay falls under the protection of the iSimangaliso Wetland Park, South Africa's first World Heritage Site. Small wonder iSimangaliso means "miracle" in Zulu: the area is full of unique phenomena. Lush coastal forests surround networks of freshwater lakes full of crocodiles and hippos, while its pristine beaches are the only place in

the country where sea turtles lay their eggs.

The ocean along the coastline is one of the country's most popular diving destinations as coral reefs abound. And near here you'll find the Tembe Elephant Park, where you get to see some of the biggest tuskers on the continent. Interestingly, there is a strong similarity between the land giants and the sea creatures: both habitats extend northwards across the border into conservation areas in southern Mozambique. >



If you want to plan a decent holiday – one that includes wildlife and beaches – it's a great idea to include the southern part of Mozambique in your itinerary.

And this is exactly what the Bhejane 4x4 Adventures guys have done on their latest tour, the Southern Mozambique Conservation Corridors. When we were invited to join this trip, we didn't hesitate as this is a bucket-list destination.

Tuskers and fishing traps

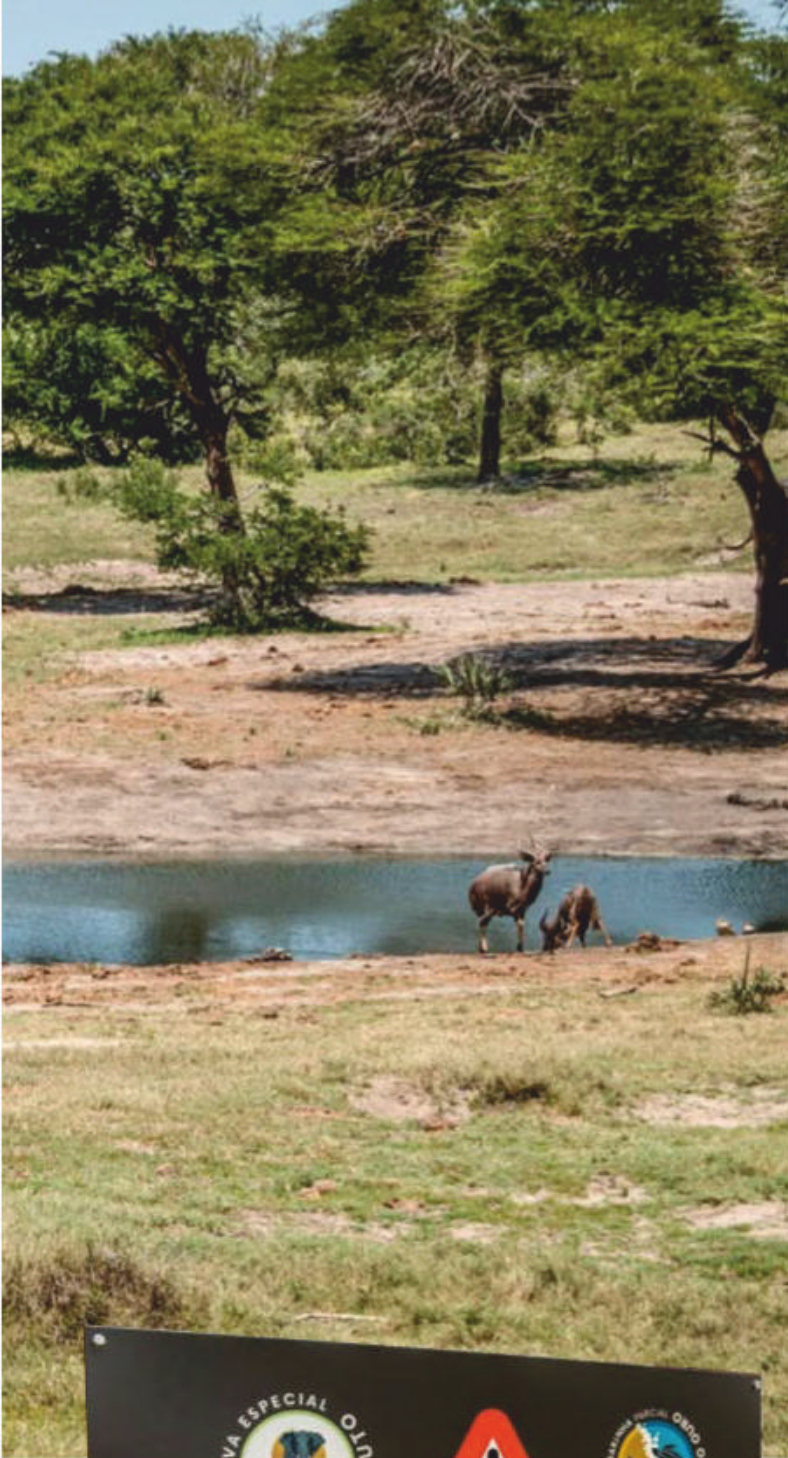
The tour group – three vehicles and six adventurous souls – meet on a cloudy Sunday afternoon at the Kosi Bay campsite on the outskirts of the Kosi Lake. The Bhejane team has already pitched the tents and camp kitchen, and a coffee pot simmers next to the campfire. Everyone has had a long day of driving and after tour leader, Riaan Haasbroek, has welcomed us all, we chat over supper about the upcoming tour. The first two evenings we'll camp at Ezemvelo Kosi Bay campsite before crossing the border, through the Maputo Special Reserve and spending four nights at Santa Maria on the Mozambique coast. The last night of our tour we'll camp next to the ocean inside the Maputo Special Reserve.

The following morning, we head off early to the Tembe Elephant Park, about 40 km west of Kosi Bay. At 300 km², Tembe is a relatively small reserve, but that's a good thing if you want to view animals as you can drive most of the trails inside the park within a day. There are also no tarred roads; so you will need to deflate your tyres to drive the sandy tracks. The reserve has the Big Five, birds are abundant (about 340 species), and if you look carefully, you may spot the tiny Suni antelope.

The vegetation in Tembe is very lush and can make viewing wildlife tricky. But the bird hides next to the pans are excellent and you've got a 100% chance to see elephants here. Grab a flask of coffee, bring your zoom lens and binoculars, and aim for the Mahlesela Pan. By late morning, we'd already seen 14 elephants, and herds of nyalas and impalas coming to quench their thirst.

After lunch, we aim for the Kosi River mouth. Here you'll see another unique phenomenon: the traditional fishing traps





of the Tsonga who have fished here for more than 700 years. Another two-track sand trail – deflate those tyres again – lead us to a lookout point on a hill from where you can clearly see the traps. The fish are trapped using the tides. Before we go back to the camp, we stop at the beach, a wide, unspoilt, protected sandy beach that not many people frequent. If you head north, you'll soon hit Mozambique, but unfortunately we don't have our passports with us.

Home of the war veterans

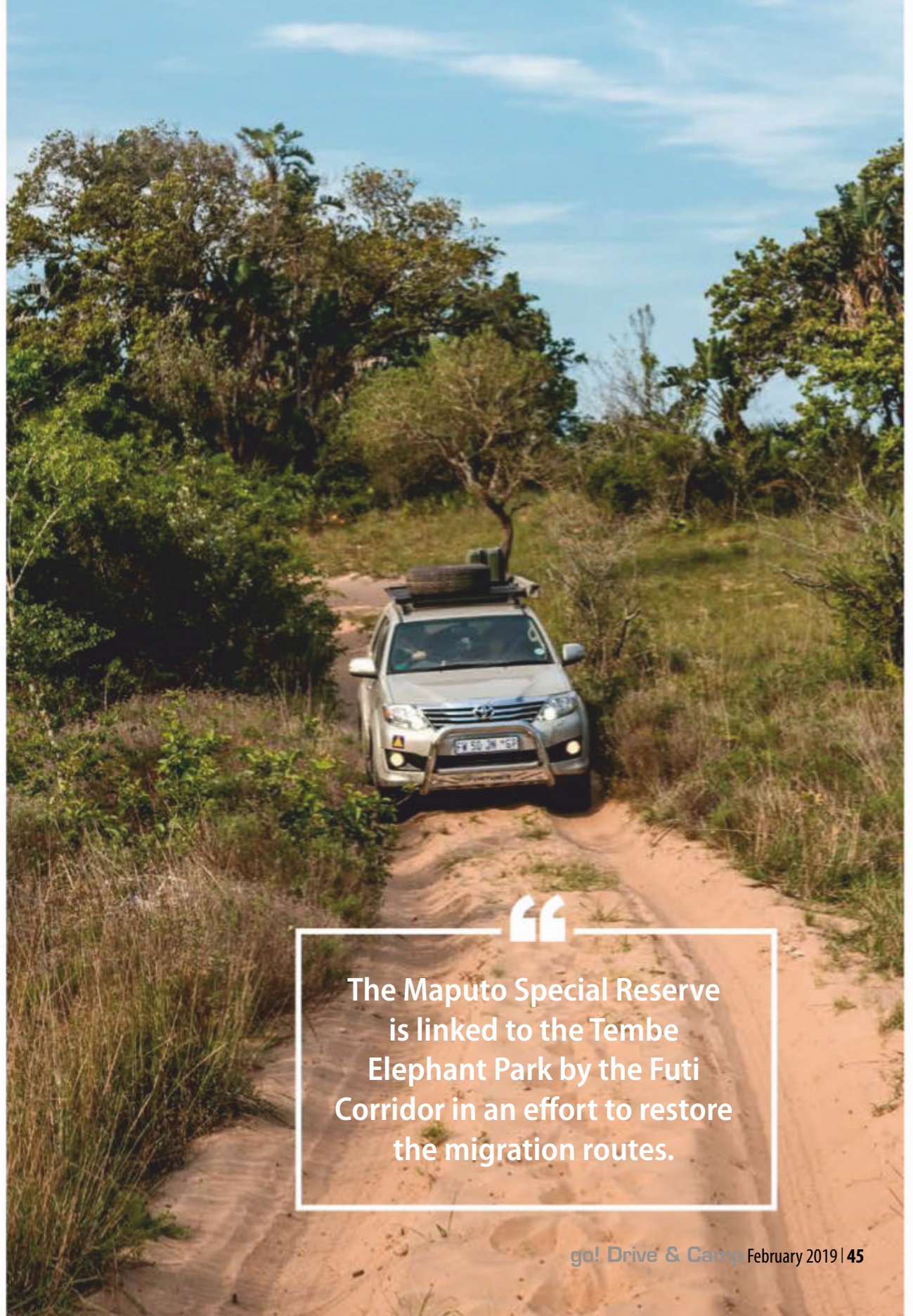
The next morning, everyone has a passport in hand because we're about to cross the border. The Kosi Bay border

post is getting more traffic today than in the past because of the new tarred road between the border and Maputo (and also a connection to Ponta do Ouro), but we get through without any difficulty and head about 48 km north to the western fence (Futi) of Maputo special reserve's 1 040 km².

This reserve with its beautiful combination of wetlands, lakes, grasslands, marshes and beaches forms an important part of the Lubombo Transfrontier Park between Mozambique, South Africa and Swaziland. The Maputo Special Reserve is linked to the Tembe Elephant Park by the Futi Corridor in an effort to restore the migration routes >



WHAT BIG FEET YOU HAVE Elephants and other game in Tembe Elephant Park (top, left and insert) are easily spotted next to the road and near waterholes, but in the Maputo Special Reserve (above and right) signs warn you not to approach the elephants.



The Maputo Special Reserve is linked to the Tembe Elephant Park by the Futi Corridor in an effort to restore the migration routes.

FIVE THINGS TO DO

Meet the big tuskers

The elephants in the Tembe Elephant Park have some of the biggest tusks ever seen on earth. Pack a picnic basket and take your place in one of the park's bird hides (the one at Mahlesela Pan, closest to the entrance, is popular) and wait for the elephants to come to you for a drink rather than drive up and down the park.

Watch a sea turtle lay eggs

The coastline between St Lucia and the Mozambican border is the only place in South Africa where hawksbill and leatherback turtles lay eggs. From October to December, you can have an iSimangaliso guide take you to see how the females lay eggs, and if you visit between January and March, you can see the little ones hatching.

Spot the mangrove kingfisher

The coastal lakes, wetlands and mangroves in the iSimangaliso conservation area, the Maputo Special Reserve and around Santa Maria are home to the rare mangrove kingfisher. Any serious birdwatcher should have this beautiful blue kingfisher on his list and, if you're lucky, you might also see the even shyer Pel's fishing owl or palm-nut vulture. So bring your binoculars, much patience and a touch of good luck with you!

Snorkelling over coral reefs

The northeastern part of KwaZulu-Natal is justifiably well known as a snorkel and scuba-diving destination, but did you know about the beautiful coral reefs in Maputo Bay? Bring your snorkelling gear or book an excursion with an operator at Santa Maria.

Catch your supper

At Kosi Bay and Santa Maria there are operators who offer fishing excursions to the lakes, estuaries and deep sea. Packages usually include the boat, skipper, fuel and fishing gear, and you can arrange your accommodation at the same time.



After all the sand driving, our kidneys are grateful when we enter the campsite at Bemugi's Place late that afternoon. Fortunately, the fire is already lit.





of wildlife after years of civil war and erosion wreaked havoc in the region. On the coast there are plans to finally connect the reserve with the Ponta do Ouro reserve and iSimangaliso to establish a continuous marine conservation area. More than 4 000 animals have already been relocated to the park and about 400 elephants that survived the war years are doing well. However, they still remain wary of people and vehicles; so you won't easily be able to get close to them.

We deflate our tyres again at the entrance gate to the reserve as the trails inside are only suitable for off-road vehicles. We also get maps showing routes, camps and picnic sites, though most of the facilities are currently in development. There is already a five-star lodge at Anvil Bay, with further lodges, self-catering camps and 4x4 campsites still being developed. In the near future, you'll also be able to go hiking in the park, explore the lakes in canoes and the coastline in sea kayaks, or go snorkelling and mountain biking.

The Maputo Special Reserve is particularly beautiful, and even though animals are few and far between, the landscape alone makes the visit worthwhile. We do see herds of elephants at a distance drinking water in a wetland, many reedbuck, hippos in the lakes and, occasionally, a red duiker flees when it sees our convoy. The park also has giraffes, zebras and blue wildebeest, but today they evade us.

Our destination for the night is Bemugi's Place just outside the small town of Santa Maria on the eastern shore of Maputo Bay. If you don't want to travel across the bay by boat from the capital, the sandy tracks of the reserve are the only way to get here. Fortunately, it is not far (the shortest route from the entrance gate is about 70 km) and it gives you plenty of time for spotting wildlife and bird-watching while moving north.

After all the sand driving, our kidneys are grateful when we enter the campsite at Bemugi's Place late that afternoon. Fortunately, the fire is already lit, a pot of coffee simmers on it and our tents are pitched.

Coral reefs, water birds and R&R

As it should be with every good holiday, >



CARRY ON KOSI When you tour with Bhejane 4x4 Adventures, the team ensures that you stay dry during the rain (above), that your tummy stays full (left), and that there's always a kettle on the boil (insert). Your job is to explore the forests around Kosi Bay (below) and enjoy the experience.



I ALSO WANT TO GO

YOUR VEHICLE You'll definitely need a proper off-road vehicle for this trip. Bring a tyre-pressure gauge and a compressor for driving in sand. In Mozambique, you also must have a ZA sticker, fire extinguisher, a high-visibility vest and two triangles in your vehicle.

CAN I TOW? Yes, but only an off-road camper or caravan that can handle 4x4 conditions.

AT THE BORDER Bring your passport, the original unabridged birth certificates of children under 18 and your vehicle's registration documents. You will have to buy third party insurance at the border at R280 per vehicle. This is payable in rands.

MONEY Mozambique's currency is the metical, but rands are accepted everywhere. Restaurants and accommodation mostly have card facilities.

FUEL For this route, you need to be able to drive at least 500 km. So fill up in Manguzi and you should have enough fuel for the whole distance. Otherwise, bring a jerry or two, as this particular route doesn't have any filling stations beyond the border.

WHAT ELSE? Mozambique is a risk area for malaria: take care and bring insect repellent and medication. Also pack enough drinking water, common spare parts and a first-aid kit.

one has to balance the driving with a few nights of staying in one place. And that's why Bemugi's is where we'll be sleeping for the next four nights. Staying in one place isn't quite the right term, as there's much here to keep us busy.

Bemugi's is near the furthest point of the Machangulo peninsula on the southeastern side of Maputo Bay. North of the peninsula lies Inhaca, an island separated from the mainland by Hell's Gate, a narrow and deep canal that supplies the bay with seawater every time the tide changes. At low tide, the water is so low in the bay that you can walk out for almost a kilometer on the sand between dhows, fishing boats and ski boats that lie around like neglected toys in a sand pit.

The mangroves just before you get to Santa Maria are exposed at low tide and



you can walk between these interesting trees and watch hundreds of mud crab males wave their one big claw, almost as if they're saying, "Come here!" It looks tempting but if you're not a crab female, that wave isn't meant for you.

At high tide, you can canoe in-between the mangroves in the bay of Inhaca Island. It's a weird experience to row among the tree branches, but also a unique way of bird-watching – you can stealthily approach waterbirds this way. Our group gets within a few metres of cormorants, herons and pelicans and even see how a swarm of flamingoes make a run over the water for their clumsy take-off just in front of our canoes.

High tide also makes it possible to snorkel over the coral reefs in Inhaca Bay. Bemugi's make a day trip of it and take us to the island by boat. >



MUCH ADO Some of the highlights on the Conservation Corridor tour (clockwise from the top) is a visit to the famous fish traps at Kosi Bay, shipwrecks, unspoilt beaches, sea life off the Machangulo peninsula, canoe-, snorkel- and birdwatching excursions and the endangered sea turtles that brood in the spectacular Maputo Special Reserve.



“
At low tide, the water is so low in the bay that you can walk out for almost a kilometre on the sand.





“

...after four nights in this paradise we turn toward the south again and drive back to the Maputo Special Reserve. Fortunately, a surprise awaits.





WHEN IN ROME There will be plenty of time to explore the town of Santa Maria (top), make new friends (above), visit a dhow construction yard and jetty (below and left) and, most importantly, sample the local cuisine and R&Rs (left below). On the final night you'll camp wild (far left) in the Maputo Special Reserve.

They set up umbrellas, chairs and a mini-bar on the beach and hand out snorkelling gear. When the tide is at its highest, the boat takes us to the coral reefs where we float like masked heavenly creatures above a beautiful seascape. Beneath us huge sea cucumbers lie like pythons between bright blue and green coral gardens, hermit crabs scurry past starfish bigger than your hand, and every second fish looks like it's wearing colourful haute couture.

While at Bemugi's, we also visit the shipwreck of the Blue Wave on the ocean side of the peninsula and walk the steep climb to a lookout point across the entire Maputo Bay to see how the setting sun immerses the faraway capital city in a deep orange glow. Bemugi's also has a restaurant serving fresh tuna carpaccio, prawn, calamari and dorado, and in the bar we find out what a 2M and an R&R actually are.

It's hard to leave behind all these wonders, but after four nights in this paradise we turn toward the south again and drive back to the Maputo Special Reserve. Fortunately, a surprise awaits.

A remarkable conclusion

On the final evening of our tour we wild camp (with special permission) next to the sea at Ponta Dobela, one of the spots in the Maputo Special Reserve earmarked for developing a campsite. It's only about 60 km from Santa Maria, so we have more than enough time to spend the morning visiting the jetty, a town market and a yard where dhows are built by hand.

Maputo Bay's dhows are not only iconic, but play an important role in the economy, as these traditional yachts transport anything from cement to vehicles back and forth over the bay. The sandy tracks we drove through the nature reserve to get here are the only alternatives and obviously not viable for commercial transport.

The Bhejane support team once again headed out ahead of us to set up camp and that gives us the rest of the day to watch wildlife as we drive south through the Maputo Special Reserve. This time we see elephant, reedbuck and some red duikers – and even an olive bee-eater you don't usually find in this area.

Our campsite is right by the sea and >

a nasty little wind tugs at the tents the entire night. It is, however, a splendid location, and we hope that our tour will culminate in a highlight: observing a sea turtle lay eggs. This usually happens at night, but in this wind nobody wants to walk up and down the beach in the dark. Instead, we walk around just before sunset, and that's when we see her: a mother turtle.

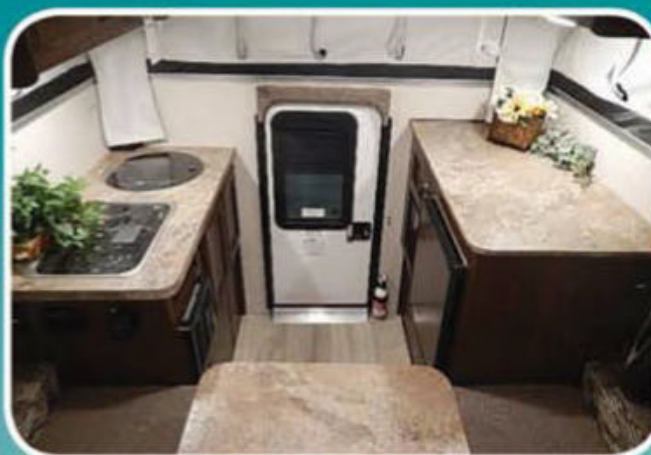
For the next two hours we observe her from a distance and watch how she finds a spot above the high-tide mark, go through the difficult process of digging a half-metre deep hole and eventually lay the golf ball-sized eggs. It's a strange sight to behold, especially in this pristine and desolate place where the beach is covered in the soft pink and orange light of the setting sun.

If you want to experience this tour with Bhejane 4x4 Adventures, call ☎ 044 535 9033 or email ✉ bookings@bhejane.com

“...this pristine and desolate place where the beach is covered in the soft pink and orange light of the setting sun.”



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DIRECTOR CHAIR



Max weight 180 kg
R656

SPECIFICATIONS
Ripstop canvas
Powder coated
Steel frame

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SELLER

FOLDABLE TABLES



180cm x 74cm x 74cm (H) **R725**
120cm x 60cm x 74cm (H) **R615**
80cm x 80cm x 74cm (H) **R595**

BUNDU SLEEPING BAG



SPECIFICATIONS
Filling 350 gsm
210 Polyester Nylon outer
Cotton inner
Complete with stuff sack
Size: 2.1m
R535



FISHERMAN-STOOL



Max weight 150kg
R335

SPECIFICATIONS
Ripstop canvas
Powder coated
Steel frame

TENTCO FOLDING TROLLEY

4X4
R1470
LARGE
R1260



STRETCHER



BASIC LARGE
Size: 2.1m x 80cm
x 47cm
Max weight: 130kg
R945

DELUXE STANDARD
Size: 1.9m x 60cm
x 40cm
Max weight: 130kg
R705

SELF INFLATING MATTRESS



SIZE: 2m x 67cm x 5cm **R675**
SIZE: 2m x 67cm x 10cm
R1035
No pumps needed
Complete with compression stuff sack

CLASSIC CHAIRS



600g Heavy duty material
Sponge padding
Steel frame
Max weight: 130kg

R695

HIGH BACK

PORTA POTTY



SPECIFICATIONS
20Lt
R910

Bag, each
R245

COOLER BOXES

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40 LT - **R2275**
60 LT - **R3075**
90 LT - **R3520**
120LT - **R4235**
140 LT - **R5180**



EVA MAT



1,22 x 1,22 x 11mm **R200**
1.2 x 2.4m² x 7mm
R265 (Eva Roll up mat)

BIG BOY CHAIR



SPECIFICATIONS
Nylon Ripstop
Steel frame
Max weight: 150kg
R535

POP-UP GAZEBO



3 m x 3 m **R1450**

CAPRIVI 2



SPECIFICATIONS
2.1m x 2.1m x 1.3m
INNER TENT: 190T
POLYESTER NYLON
FLYSHEET & FLOOR: 210D
OXFORD NYLON
R699

CAPRIVI 3



SPECIFICATIONS
3m x 3m x 1.8m
INNER TENT: 190T POLY-
ESTER NYLON
FLYSHEET & FLOOR: 210D
OXFORD NYLON
R1299

DIRECTORS DELUXE CHAIR

SPECIFICATIONS
Heavy duty Oxford Nylon
Black powder-coated steel
frame
Padded armrests
Collapsible side table
Side pockets
Max weight: 180kg
R640



TENTCO AWNINGS



2,0 x 2,0m **R1945**
2,5 x 2,5m **R2050**
280g ripstop canvas

TENTCO 270° AWNINGS



420D Oxford Nylon **R5200**

TENTCO KITCHEN CABINET DELUXE



R799

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1.6 m x 2.45 m (OPEN) **R11920**
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REPLACEMENT COVER FOR YOUR
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R19425

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Extension only to fit any
Tentco 3m x 3m bow tent
R4805
BOWTENT NOT INCLUDED

SNR DELUXE & EXT COMBO



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Dome Tent Extension
2.8m and Verandah 1.8m **R11500**

JNR SAHARA

Side walls & front walls available



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SNR SAHARA



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2.1 x 2.1 x 1.8 m
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JNR: 2.5 x 2.5 x 1.8m **R3445**
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SAHARA DELUXE



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R10530 6m x 2.9m x 2.5m
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Explore the treasures of Nieuwoudtville

Nieuwoudtville is just about in the middle of nowhere, but in flower season this village becomes the centre of the universe. And, of course, there are some lovely campsites just waiting for you.

Text and photos Leon Botha



The world round you is dry and the vegetation sparse, and standing here in Nieuwoudtville in the dry Bokkeveld, the first thought that comes to mind is certainly not that surely there must be a number of great campsites in the area. Nevertheless, Nieuwoudtville's inhabitants consider their town South Africa's capital city of bulbs, and the landscape is covered in bright colours when spring arrives. And besides the flowers, there are many other interesting sites to visit – sNieuwoudtville's residents reckon you could easily camp here for a couple of days.

You don't get more rural than Nieuwoudtville. The main road, Voortrekker Street, is the only tarred road and runs for a kilometre straight through the town. The first building you encounter is the Caltex garage on your left as you enter the

town from the direction of Vanrhynsdorp. Don't expect one of those fancy rest stops you'd find along the highway. Here you can only fill up between 7 am and 6 pm and, on Sundays, you get only two brief opportunities: from 7.30 to 9 am and then again in the afternoon between 3 and 5 pm. There's a fridge with a couple of cool drinks. But no, there's not a cheese burger or even a chicken pie in sight.

The co-op is further down the street on the left, while on the right you'll find business including a general dealer and the liquor store. The tarred road stops at the Skuinskoekpaleis shop and reverts back into a dirt road. For a small town with barely 2 000 inhabitants, you still get six campsites at Nieuwoudtville. That's more than Pretoria can claim. We visit three of them. >





“The pool occupies about half the courtyard in the kraal. The shallow side for the little ones takes up about a third of the pool.”

NIEUWOUDTVILLE MUNICIPAL CAMPSITE

The inner circle

In general, municipal campsites are no longer what they once were, and bracing yourself for the worst when visiting one for the first time is an understandable attitude. But somebody recommended Nieuwoudtville's campsite to us, and we can certainly confirm that it's a lovely place to stay. Sure, some of the facilities need a little bit of attention, but it's nothing a lick of paint can't fix.

From the main road, turn right into Church Street and follow the gravel road for just over a kilometre before turning right again at a farm gate. About 60 m past the gate is a sandstone structure that resembles a large kraal. The swimming pool is here, surrounded by the kraal wall. Weird concrete sculptures that resemble bums and breasts have been added to the top of the wall, and they border on bizarre (*they are actually representations of succulent plants, Leon – Ed*).

On the one side, a few thin poles have been stacked over the pillars with a paved floor underneath. It doesn't actually serve as a screen against the sun as they're slightly far apart, and it looks as if they've been there a year or three. The centres aren't supported in the middle and sag

like a large belly towards the ground but it nevertheless gives the swimming pool a modern finish.

The pool occupies about half the courtyard in the kraal. The shallow side for the little ones takes up about a third of the pool. That gradually gets deeper, almost like a beach, and here you can cool your feet with the young children. The rest of the kraal has a green lawn and a few white karee trees if you want to hide from Nieuwoudtville's harsh sun.

Around the hub

The campsite is laid out around the kraal, but there is no sign of lawns or demarcated stands. The veld abounds with giant sandstone ledges and rocks in the field and the stands are laid out around them. There are quite a few spots where you're nice and isolated for some peace and quiet. Some places have shade trees, but your caravan and tent wouldn't fit in those. One of the stands is laid out on a huge flat rock ledge and you need loose stones to anchor your tent poles.

Just to the right of the kraal are two trees that look like olive trees and, judging by their thick trunks, they look as if



they've been there a thousand years. One of the staff tells us they're actually wild olives.

They preside over the smaller sites that are more suitable for tents.

Some of the stands have a light that switches on automatically at night and a high stone worktop. You make fire in a stone-built fire pit, but you must bring your own grid. Your power point is an ordinary household socket and you throw your rubbish into an old 210 l oil drum. Here and there you'll find a tap with borehole water.

At the furthest point of the campsite is a fishing dam built for campers years ago. But Willem Swart, who deals with the campsite's bookings, tells us someone threw in an alien fish species that has destroyed the indigenous fish.

Willem says it's always funny when campers lock their vehicles here; he reckons it's safe around here. And, as though they'd like confirm that, the police drove around the campsite the morning of our departure.

Yesteryear's bathrooms

The bathrooms are just the other side of the kraal when you go through the



GREEN AMID THE DRY. The municipal campsite is quite good, especially when compared to those operated by other town councils. Everything works, the grounds are kept tidy and the staff are friendly. You can choose between a variety of stands, but keep in mind that the campsite is on the edge of town in the veld. Don't be surprised if a palm-sized spider greets you in the morning as you take down your tent.



Briefly | Nieuwoudtville municipal campsite



Campsite 17 pitches with power and 10 without. Some sites are more private than others.

Ablutions Adequate and clean.

Price R100 p.p.

Arrival and departure times 7.30 am and 12 pm.

Contact 078 992 8282

How far from Nieuwoudtville's main road? 1,4 km.

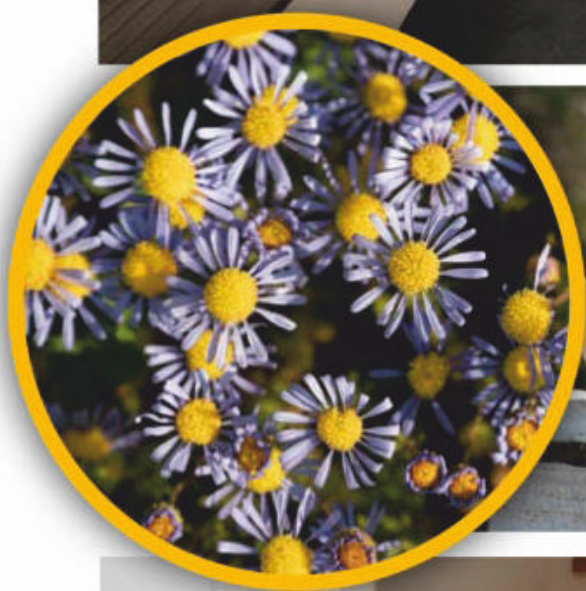
Road conditions The last 1,4 km is a gravel road where the final stretch is corrugated.

GPS S31.381070 E19.099878

go! Drive & Camp says You can see the highway from here, but the traffic noise is in the background and nothing to complain about.

gate. The square building style strongly reminds you of a kramat. On one side is a large glass sliding door and when you open it, the cool air hits you. Outside, the mercury sits on 37 °C, but inside it is barely 20 °C. It feels as if you've walked into a wine cellar. There is a corridor in front of you where you can wash dishes and laundry in separate sinks. In the middle of the corridor are the separate entrances to the women's and men's bathrooms. Both sides are further divided into two rooms: one for the toilets and the other for the showers.

The showers' paintwork needs attention and the facilities seem somewhat run-down. At the women's basins there's a tile or two missing. Your stall has a wet and dry part, but no shower curtain. The shower head does spray to the side and not all over the place, and a low concrete wall stops the rest of the floor from getting wet. >



Briefly | Groenrivier Guest Farm



Campsite 6 pitches that are arranged two-by-two, but no shade trees.

Ablution Neat and every stand has its own facilities.

Price On request.

Arrival and departure times No set time, and 10 am.

Contact 083 666 9905 or 027 218 1265

groenrivier@kingsley.co.za

How far from Nieuwoudtville's main road? 1,3 km.

Road conditions Neat gravel road from the main street to Groenrivier.

GPS S31.387645 E19.108012

go! Drive & Camp says You'll be hard pressed to find a quieter campsite than this. From your site you look over the plains with a windmill off to the one side in the veld.



The campsites are located on the same road, and there are also three square sandstone buildings built with a decent distance between them.





UP TO DATE. Even though Nieuwoudtville is a small town in the middle of nowhere, you'll find several of the latest camping trends. We are increasingly seeing campsites with smaller, private bathroom facilities rather than huge communal ablution blocks – and that's the case at Groenrivier Guest Farm.

GROENRIVIER GUEST FARM

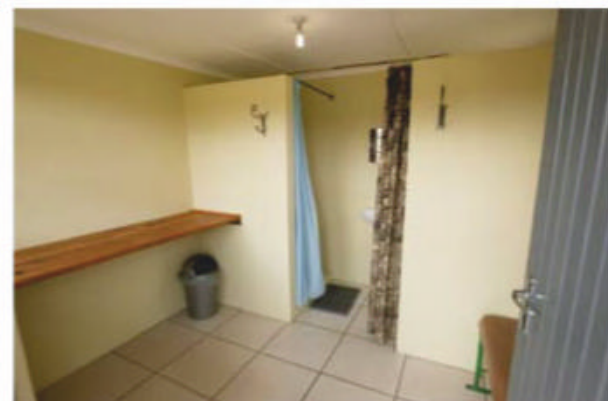
Back to the beginning

The Groenrivier guest farm is 1,3 km from the municipal resort, and the quickest way to get there is via the gravel road that runs parallel to the main street.

Across from the gate there are a number of ruins in the veld. These are the remains of the first buildings in Nieuwoudtville. The campsite is barely 240 m from here, and you can explore the derelict sandstone structures later.

It's a farm road from the gate, but it's suitable even for a sedan. You camp on the edge of the town right by the veld. Where the entrance road stops, there's a stack of dry wood with a sign showing the campsite is to the left and the farmhouse where you sign in, right in front of you.

The campsites are located on the same road, and there are also three square sandstone cottages built with a decent distance between them. Each cottage is divided into two and forms two private bathrooms for the two stands on either side. The first house, Bulbinella, has an outdoor undercover sink with a small marble top and an ordinary household power socket in the wall where you can



easily get to it. The shower stall is inside the building with a large open space in front of it. The toilet is in its own room.

Between the two campsites there is a gabion-like fence with stones stacked inside sheets of chicken wire. Even though you're close to your neighbours, the fence ensures enough privacy. If you didn't bring your own braai, there's a steel one – without a grid – you may use.

The second building is called Taaibos

and it differs a bit from the first one. The kitchen area is inside the building, and the shower and toilet behind another door. These two stands each have a built-up braai with a grid.

At Hadedda, the third building, the facilities are similar to Taaibos, but there is a rondavel at the one end of the building that houses a common boma where you can relax under cover during inclement weather.

>

OLIVE CARAVAN PARK

A farmstay in the town

The Olive Caravan Park is also in Church Street, and at the gate is a sign attached to a neat sandstone entrance. The farm gate is open and there is no sign of an office. A cleaner at the building just beyond the gate says the owner is at the Smidswinkel restaurant in town.

We call him and Hendrik van Zijl says we can choose any stand; he'll come around later to do the paperwork. You could say Hendrik is Nieuwoudtville's unofficial mayor. He manages the website nieuwoudtville.co.za and his restaurant's walls are covered in smithing tools. It's apparently the largest collection of its kind in the country. Ask Hendrik for a map of the region – it'll be useful when planning your activities in the area.

Near the entrance of the campsite is a sandstone structure which appears to have once been a farm dam. It was repurposed as a communal braai area with chairs, a table and a beautiful fireplace.

You get to choose between six stands that are demarcated with windbreak nets, which are roughly chest-height.

We take stand no. 4 and it's not long before our tent pegs suffer for it. No matter where we try to pitch; every peg we hammer into the ground is met by unyielding rock. There's probably a stone ledge mere centimeters below the soil. There are no shade trees here, only shrubbery. Fortunately, there

doesn't appear to be any thorns either since the kids run amok with bare feet and ride up and down on their bikes without complaint.

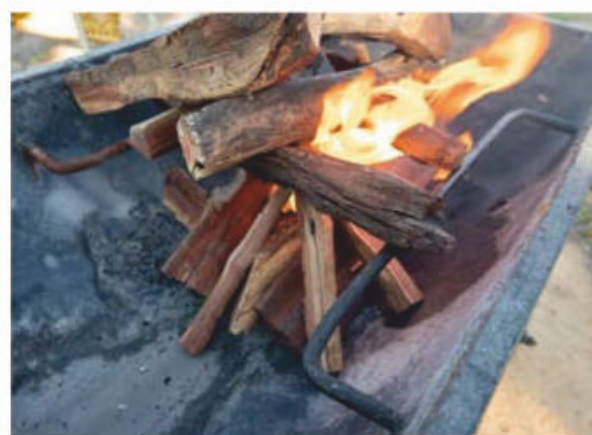
Each stand has its own tap and domestic plug points plus a light you can switch on. The freestanding steel braai is eye-catching. Each site has one, but three of them have a unique design. At first glance, it looks just like a half-barrel braai on wheels, but on the inside, two steel "handles" have been welded. These help to support a pile of firewood and allows you to rest a braai grid over the coals.

Tame peacocks wonder around and as soon as you light a fire, they start begging for food. Even in the morning, while you're having coffee, they look as though they're trying to will you to drop the rusk.

There are several wooden poles with security cameras mounted to them. They cover all directions, and it feels



FENCED IN. You'll know exactly where your stand begins and ends because they are all fenced with windbreak netting. The netting also provides some measure of privacy.



“Around dawn you will be reminded you're camping in the platteland. A choir of chickens, sheep and pigs begin to crow, bleat and snort.”



as if there's someone in a control room somewhere watching you. Hendrik says it's to see whether any intruders are walking around the campsite.

Around dawn you will be reminded you're camping in the platteland. A choir of chickens, sheep and pigs begin to crow, bleat and snort. Even a crow adds his voice... so much so it's almost too noisy.

Behind the green walls

The bathroom building is just behind the first stands towards the gate. It's a square building with three doors on one side. The left door is for the separate male and female toilets. Behind the other two doors are two oversized shower rooms for everyone's use. The shower section is behind a curtain and double the size of a standard shower stall. In the room there is also a tiled bench, a sink and a mirror.

The laundry area is in a small building behind site no. 3. There are a few sinks, but only cold water in the taps. >



Briefly | Olive Caravan Park



Campsite 6 stands with power and loose braai without shade.

Ablution 2 neat extra-large shower stalls right next to the campsite.

Price R250 p.n. per site.

Arrival and departure times 10 am to 10 am.

Contact 027 218 1535 or 082 829 6855

nieuwoudtville.co.za

nieuvz@intekom.co.za

Distance from the town's main road? 750 m.

Road conditions The last 750m is a decent gravel road.

GPS S31.380080 E19.105565

go! Drive & Camp says Olive is currently closed but will reopen in April 2019.





At the top of this waterfall, the water dams up at a rock ledge. It's crystal clear and a safe place for the little ones to paddle around.



TAKE A DRIVE

A single day is too short to see everything the area has to offer. The closest attraction is the tea factory on the outskirts of town, while Loeriesfontein is less than an hour's drive away.

The waterfall

The waterfall is just outside the town and worth visiting in this arid environment. Pack your picnic basket.

The road to Loeriesfontein runs from the R27 junction just outside Nieuwoudtville. The waterfall is 6 km further on to the right. If it wasn't for the sign next to the road, you'd never have guessed there's a waterfall here. There's no sign of a river and there is just a stone building with a parking lot and a gate. Follow the footpath behind the gate to where it forks after 130 m at a sign that shows you need to go left to the big waterfall and right for the smaller one.

To see the big waterfall, walk along the path to the edge of a canyon where nature amazes you. It feels as if you are standing next to a small Blyde canyon, but here it is the Doring River that hurtles down a good 60 m from the cliff into a dark pool. The area around the pool is also in stark contrast with the landscape here as the water spray keeps a lush little jungle

THE FAR SIDE OF BARREN. You'll find no beaches, tropical forests or fairgrounds here, but there are plenty offbeat attractions worth your time. These range from a quiver tree forests, non-perennial waterfalls, a tea factory, a windpump museum and the traces of an ancient glacier.



going. The path continues on the edge of the waterfall so you can appreciate it from other angles.

To get to the smaller waterfall you walk back on the footpath along the cliff in the direction of the river. It turns just before the water back towards the road. This waterfall is roughly one storey high and 50 m from the cliff. At the top of this waterfall, the water dams up at a rock ledge. It's crystal clear and a safe place for the little ones to paddle around.

Head to the windpumps

The Fred Turner Museum in Loeriesfontein is a 40-minute drive (62 km) from Nieuwoudtville, past the waterfall on a tarred road. Loeriesfontein is bigger than Nieuwoudtville, but it's just as rural.

By the way, it is not clear where the town's name comes from. Some think it's called after the bird, while others claim it was a peeping Tom incident.

We go there on a Sunday and it seems

that the entire town is closed, except for Die Vis Winkel. It's a general dealer, but the owners are foreigners and it's a struggle to communicate. The business name comes from the fish and chips they sell at the store, but you can buy anything from ice to boiler elements, bicycles, brick trowels and clothes.

The Fred Turner Museum is closer to the other side of the town and is also open on Sundays. Anette O'Kennedy welcomes us and guide us around. Access is free (you're welcome to make a donation, of course). The windpumps are at first nowhere to be seen, but there's an exhibition in a building that reveals Loeriesfontein's history. The building was originally set up as a school but was later converted to a military hospital and after that a Baptist church. The baptismal font is still here. Annette takes out a list of windpumps and directs us to a site behind the building. The silvery steel structures with their bladed discs are a sight to behold. They look ornamental and there are about 30 of them. Each

one is different. A Mogal is the oldest model and dates back to the 1880s, while the Beatty is the only one that is still functional. All were donations and this unique collection is now 13 years old.

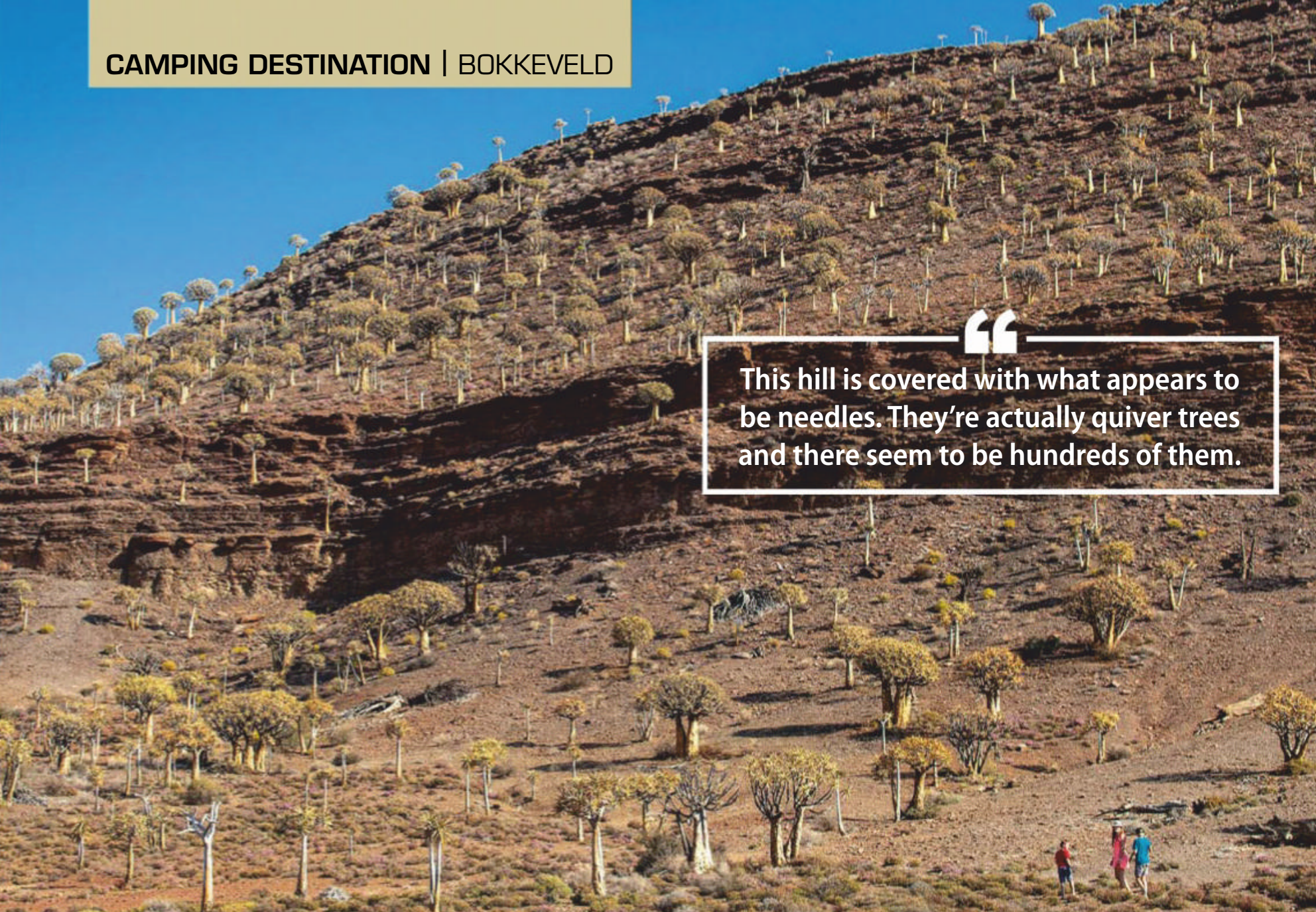
Quiver trees galore

On the way to the windpumps, you drive past a quiver-tree forest. It's 42 km back the way you came at the Gannabos turnoff. It is recommended that you visit during late afternoons, because then the mustard yellow flaky trunks reflect vividly in the dying light.

It is a good gravel road, and after 2,5 km you'll see a rocky hill rising on the right. This hill is covered with what at first appears to be needles. They're actually quiver trees and there seem to be hundreds of them – perhaps thousands.

It is the southernmost quiver-tree forest in the country and believed to be the second largest in the world. You feel tiny walking around the trees while wondering how they survive in the rocky and bone-dry ground. >





Another final round

During the Dwyka Ice Age, around 300 million years ago, a huge glacier covered these parts.

You can still find evidence of this at the Oorlogskloof farm near here. Drive 5 km from the Skuinskoekpaleis on the gravel road to the glacier-floor sign on the left of the road. Follow a footpath for 200 m until you're standing on a rock with straight grooves. There is a stone pillar with signage that tells you more about the phenomenon. You can see the effects of the glacier a good 100 m away and one can clearly see the trail that the glacier left behind.

This area is also famous for its rooibos tea, and a perfect place to conclude one's tour. Locally grown rooibos makes for a great gift, because besides being a bargain, you can't buy this tea anywhere except in Vanrhynsdorp, Vredendal and Calvinia.

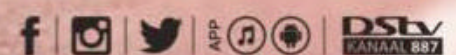
The Bokkeveld Rooibos Factory is just outside the town and you can't miss the big square buildings. For 50 g boxed tea (20 tea bags) you pay R13 and 100 g (40 bags) costs R22. Choose between lemon, blueberry, honey and vanilla if you like flavoured tea. If you prefer unflavoured tea it's R1 less per box.

HOT AND COLD. The quiver tree forest (above) is best viewed in the late afternoon, when the last rays of the sun reflect off the mustard-coloured vegetation. The glacier floor on the Oorlogskloof farm tells the tale of an ancient Ice Age, the evidence of which can still be plainly seen on the rock surface.





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When peace, like a river...

Come to the Waterberg to camp, swim in rock pools, watch birds, enjoy a game drive, or jog, hike and cycle.

Text and photos Helenus Kruger

The Nyl River flows between Bela-Bela and Modimolle in Limpopo, with the Silver Rocks Caravan Park laid out on a slight elevation next to the river. Silver Rocks is on a game farm and forms part of the luxurious Silver Stream Lodge and Spa.

In peak times, you check in at the campsite's reception, about 200 m from the gate. In quieter times the office is closed; then you first unhitch your caravan at the campsite and afterwards check in at the lodge. It is about a kilometre from the gate.

Silver Rocks is a campsite with lots of great elements: the birdlife is any birder's dream and, armed with a bird

book and binoculars you can easily tick off more than 100 on your list. Then, during the rainy months, there is the soothing sounds of the river to put you to sleep – it's almost as if the beautiful scenery of the Bushveld begs you to put on your hiking boots or to ride your bike and explore the area. But then – for some people this is of paramount importance – the cellphone signal is so poor that it's nigh impossible to get news from the outside world. You may as well power down and put your phones and tablets away as soon as you enter the gate.

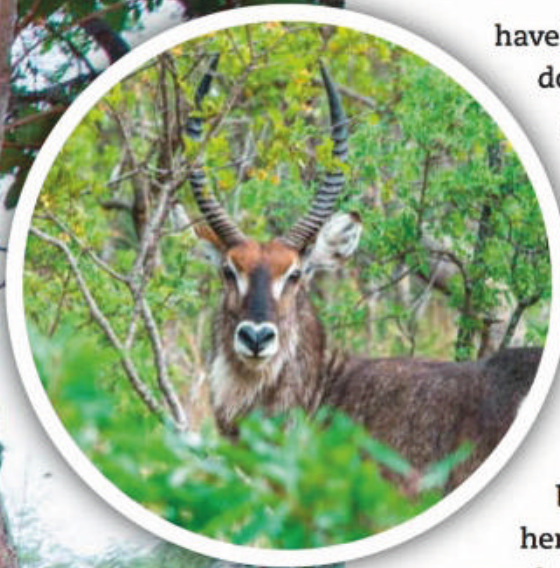
Setting up

The campsite has 50 stands and, as

with most resorts, some are better than others. At Silver Rocks these are the 20 stands (numbers 9–19, 38 and 39) in the front row, above the river. They are on the edge of the valley, and although trees and bushes hinder your view of the river at most of the stands, the views over the veld more than compensate.

No. 18 is the winner when it comes to views – the veld stretches out in front of you. However, you don't have shade trees and you therefore have to bring a gazebo. If someone beats you to no. 18, ask for nos. 19, 38 or 39. The views from here are nearly as impressive.

There's not a lot of shade in the campsite and there is not one stand



have braais on all the stands, so don't forget to pack yours, just in case.

The stands, on average, measure 14 x 14 paces and are mostly level, with just a few on a slight slope or with a few curves. All the stands are numbered and have electricity (blue caravan socket) and a light, but loadshedding is a reality here. Taps and refuse bins are shared.

Getting clean

The two ablution blocks at Silver Rocks don't look like your typical campsite bathroom facilities. The design is modern, but still rustic. And the use of materials

such as stone, wooden poles and red bricks means the buildings merge well with the surrounding area.

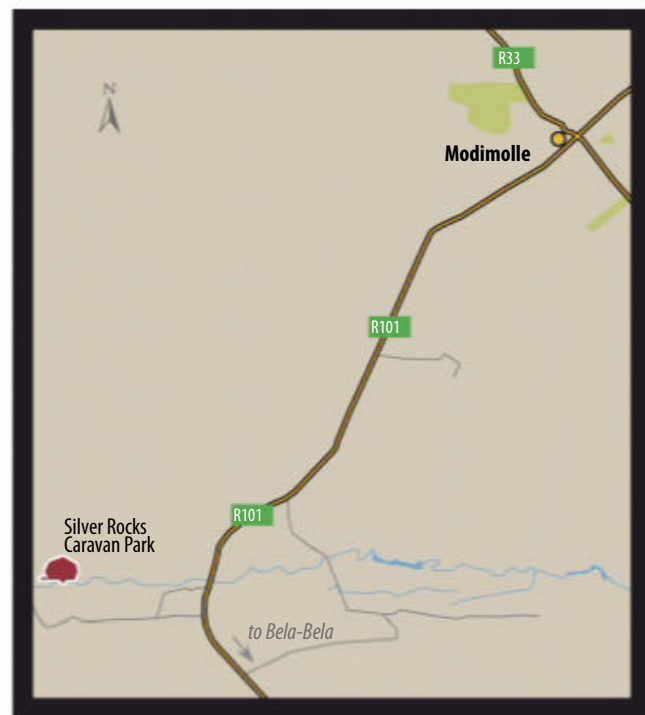
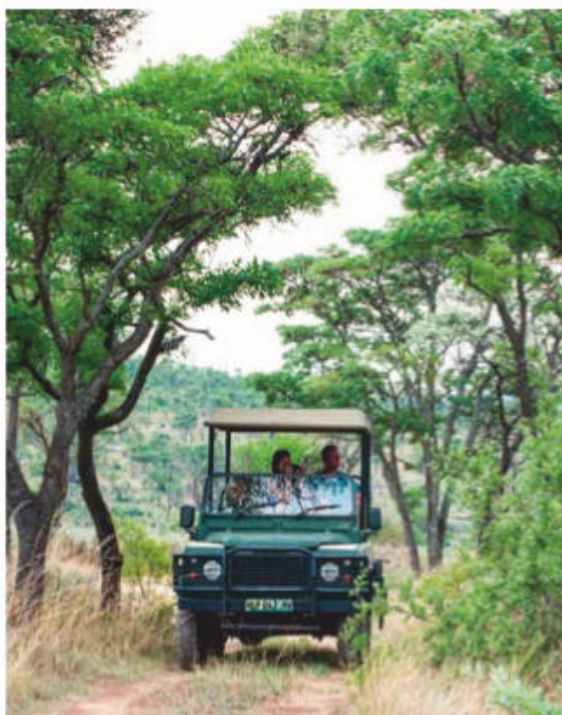
The main block on the other side of reception is the more luxurious one of the two and has the marble tops, chrome taps and white designer basins. As you walk in, you find yourself in a courtyard with a white stinkwood tree in the middle and creepers on the wooden beams and trellis above your head. Around the tree is a concrete bench, and paved footpaths and an assortment of succulents.

And what a bathroom! It feels more as if this should be a fashionable street café, complete with waiters carrying ice-cold >



where your car will have shade all day long. The front stands do have trees, but they are along the side, between you and the valley. They do provide enough shade to sit under though. At stands nos. 15, 16 and 39, you could manage to squeeze a small dome tent in between the trees. In the rest of the campsite, you'll find a large tree here and there that give shade for an hour or three, but at most of the sites there are no trees or even small trees. So, it's you versus the sun.

Most of the front stands have a round paved area with plenty of space for the skottel braai (with grid) and your camping chairs. From stand no. 10's paving you can enjoy the sunset over the river. They don't



pink cocktails. It's only when you look around and see the male and female signs against the walls that you realise you're indeed at the right place.

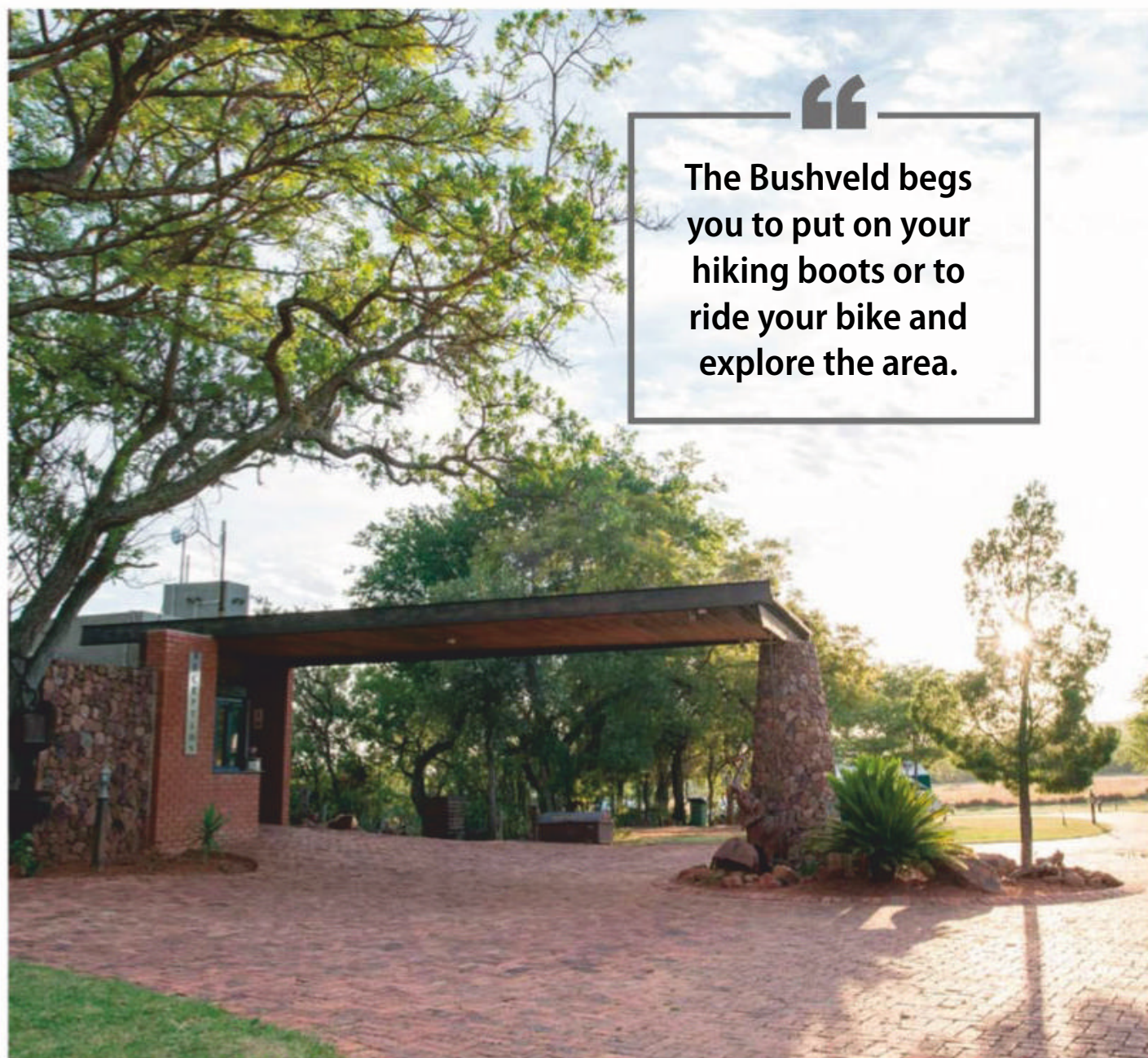
The ablution block is built in a U-shape with the women's section to the left, the men's side on the right and the wheelchair-friendly bathroom, laundry room and family bathroom in front of you. The men's side has four showers, four basins, four toilets and two urinals. The general area is large and has enough space for all the washing-up traffic. The marble top with its large rectangular sinks has space between them for your stuff, there are hooks for your clothes against the wall and a mirror above each sink. Only one of the four basins has hot water. There's also a bin, air dryer for your hands and a socket for electric razors.

The shower cubicles are spacious and the wet and dry sections are separated by a wall. You can put your toiletry bag and clothes on the narrow marble top and hang your towel on the hook on the wall at the shower. There is also a soap and shampoo shelf in the shower.

All the bathroom floors are tiled and there are also tiles above the basins, toilets and in the shower cubicles. The rest of the walls are plastered.

In the women's section, the general part is decorated with a few artworks and mirrors in an old wooden window frame. It's layout is similar to the men's, but there is an extra basin, power point and a bathroom with a tub, marble counter, basin with mirror, and toilet.

The wheelchair-friendly bathroom is a spacious 2.9 x 2.9 m in size and there is an open shower area with a fold-down chair on the wall. The shower, as with the bath and toilet, has a solid rail against the wall. However, the marble counter with



“
The Bushveld begs you to put on your hiking boots or to ride your bike and explore the area.
”

its basin is built up to industry standard, which is uncomfortably high for someone in a wheelchair. The family bathroom has an open shower, bath, basin and separate toilet. As with the rest of the bathrooms there is also a marble counter, mirror, bin and a power point for razors.

The camp's second ablution block is the furthest from the entrance and its design is just the opposite of the main building. Here you get coarse-plastered walls, open-air showers and enamel bowls for

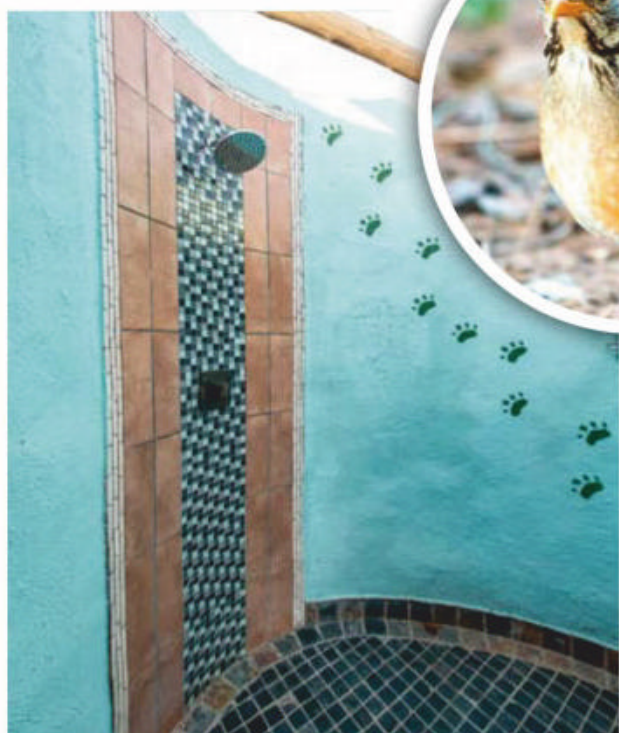
basins. The showers and toilets are in two buildings with two walls in-between, and have two basins and two sinks for washing dishes on either side.

The rustic buildings are covered by a wooden frame, so it appears as if a roof is yet to be added.

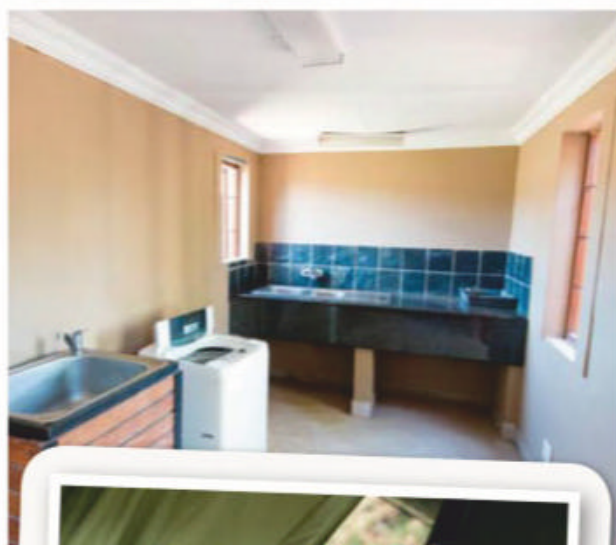
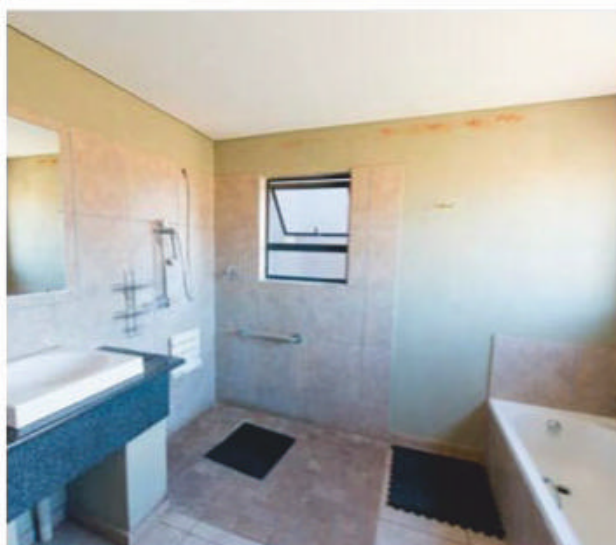
Keeping busy

The tranquility of the river is therapeutic, and if you get out of bed early enough, you can see the first rays as they start





PICK A SHOWER. The ablution block is worlds apart from the standard outhouses in some resorts. It has a modern layout, yet retains an earthy feel to it. We like that natural materials such as rocks, wood and red brick is used throughout. Not only does it blend with the environment, but it offers a welcoming atmosphere. Rustic or posh, both ablution facilities look great.



What it costs

(2 adults)

Fuel 50 ppm diesel @
8.7 l/100 km and R16.12 /l and
264 km (there and back) R370.24
Toll gates there and back) R129
Accommodation (2 nights) R400
Kos (2 people) R1 264

Grand total R2 163.24

painting the rocks with orange light. If you move very quietly, you may be lucky enough to see impalas that come to drink or the African clawless otter moving upstream from pool to pool.

The river tumbles over rocky ledges with small waterfalls that fill up rock pools during the rainy season. It's a great place to cool down in the summer heat. A deck with wooden chairs gives you a 180-degree view across the river and the

opposite veld. And, if there was a prize for the best mini-golf course design, the nine-hole course at Silver Rocks would surely be a winner. The course is laid out on rock ledges above the river and overlooks the stream and the ridge on the other side.

The playground, trampoline, volleyball court and swimming pool are across from reception, next to the main ablution block. There's even an outdoor table tennis set.

The pool is rather small for such a large campsite, but fortunately, the rock pools are here for when it gets too busy. The entire area is covered in grass and two garden trellises with shade netting provide some shade. Sports equipment is available at the office.

Adventure lovers can tackle the game tracks with their mountain bikes, running or hiking shoes. There is also a guided game drive (R100 p.p.) departing from >



Hester and Deon Groenewald from Polokwane camp with a Howling Moon tent.

They say

“ This is our first time here and we're enjoying the peaceful environment. We're active people who like to jog, walk and watch birds, and Silver Rocks is a perfect place for this. We also appreciate the neat bathrooms. ”



the lodge in the mornings and afternoons – it takes around two hours. You may not go on game drives in your own vehicle.

The lodge's Wild Olive restaurant serves breakfast, lunch and dinner, and you can go for treatments at the spa. Remember to book in advance at reception.

Other facilities at the lodge are for lodgers only, not for campers.

Unfortunately, during our visit, there were a few issues. The broken swing, trampoline, camp lights and toilet seats and the neglected shelters and volleyball

court gave the impression that the campsite's maintenance isn't up to date. It was also disappointing that the lower ablution block wasn't cleaned and had no toilet paper the entire time.

For the sweet tooth

The tuck shop at reception is open in peak hours and has basic items including wood, charcoal, firelighters, ice cream, soft drinks and sweets. Your nearest shop is 10 km away in Modimolle, so bring everything you need.

BIG AND GREEN. The large stands and soft lawns more than make up for the lack of shade, and you don't have to walk very far to get to the nearest ablution block or play area.



Briefly | Silver Rocks Caravan Park



Campsite 50 large, grassy pitches with not much shade.

Ablutions A choice of luxury or more rustic ablutions and a separate wheelchair-friendly bathroom.

Price Off season, R75 p.p.p.d. and in season, R100 per p.p. (half price for kids under 10) – no more than six people per stand.

Contact 014 717 9835/6 or 014 940 1219 [silverrocks.co.za](mailto:info@silverrocks.co.za)
info@silverrocks.co.za

Arrival and departure times 12 pm and 11 am.

Road conditions Highway (N1) to Bela-Bela, then 20 km on a narrow tar road (the R101). That road is uneven with the last 3 km a corrugated dirt road.

GPS S24.762647 E28.323671 (fence)
S24.762504 E28.327034 (campsite)

go! Drive & Camp says Aim for a stand in the front row next to the river.

WE WENT CAMPING WITH THIS



Hilux 2.8 GD-6 4x4 manual (double cab)

South Africa's favourite bakkie now looks even better. Toyota recently gave the Hilux top models a facelift, and with its brand-new nose, the new Hilux looks ready for business.

The 2.8 GD-6 handled all our camping gear with ease. On the freeway, it was better to use the cruise control, because with an engine this willing you can easily land on the wrong side of the speed limit.

The bakkie already has more than enough power in eco mode, and once you press that power button, it jumps like a wild horse. In this mode, the fuel pedal is very sensitive and the engine reacts to the slightest touch. On the dirt road, the Hilux also performed well and the corrugation wasn't an issue. Despite the stiff suspension, the ride on the worst parts of the dirt road was not too bumpy.

Fuel consumption on the freeway at 120 km/h was 8.7 l/100 km, but that will increase if you regularly engage Power Mode.

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Head to the hills at the Doring River

Just outside Vanrhynsdorp lies a hidden 4x4 trail at the top of the Gifberg Pass where you can really get away from the rat race.

Text and photos **Evan Naudé**

The N7 highway is far more than a means to get to Namibia. As soon as you take the dirt roads and start exploring the area on both sides of this important highway, you'll find there are hidden accommodation and campsites you can't see from the blacktop. These places are not only fantastic weekend getaways, but also give you an opportunity to get your off-roader into 4x4 mode and make tracks where you're all alone with nature. The Gifberg Holiday Farm near Vanrhynsdorp is just such a place.

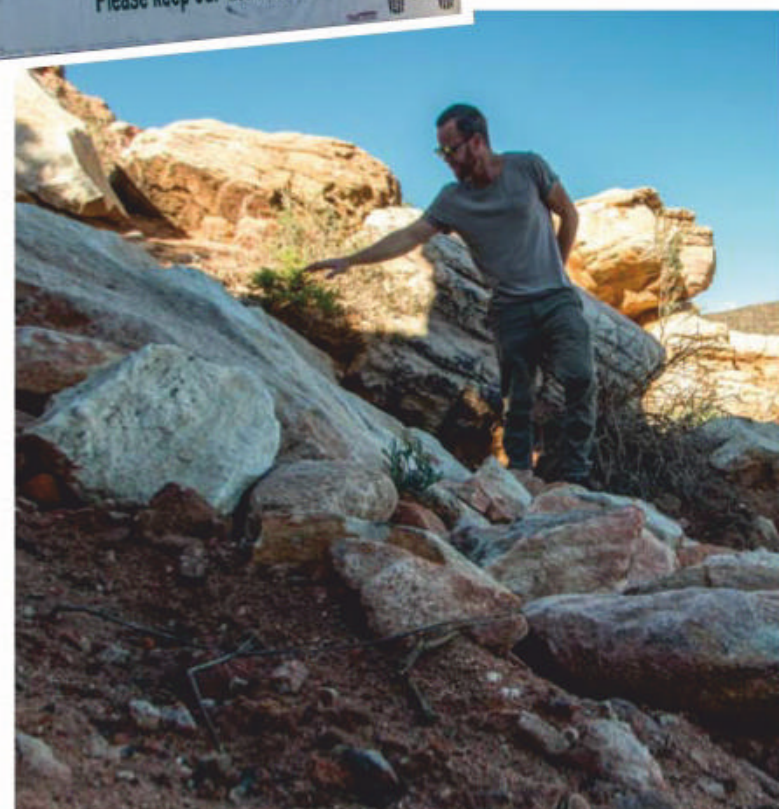
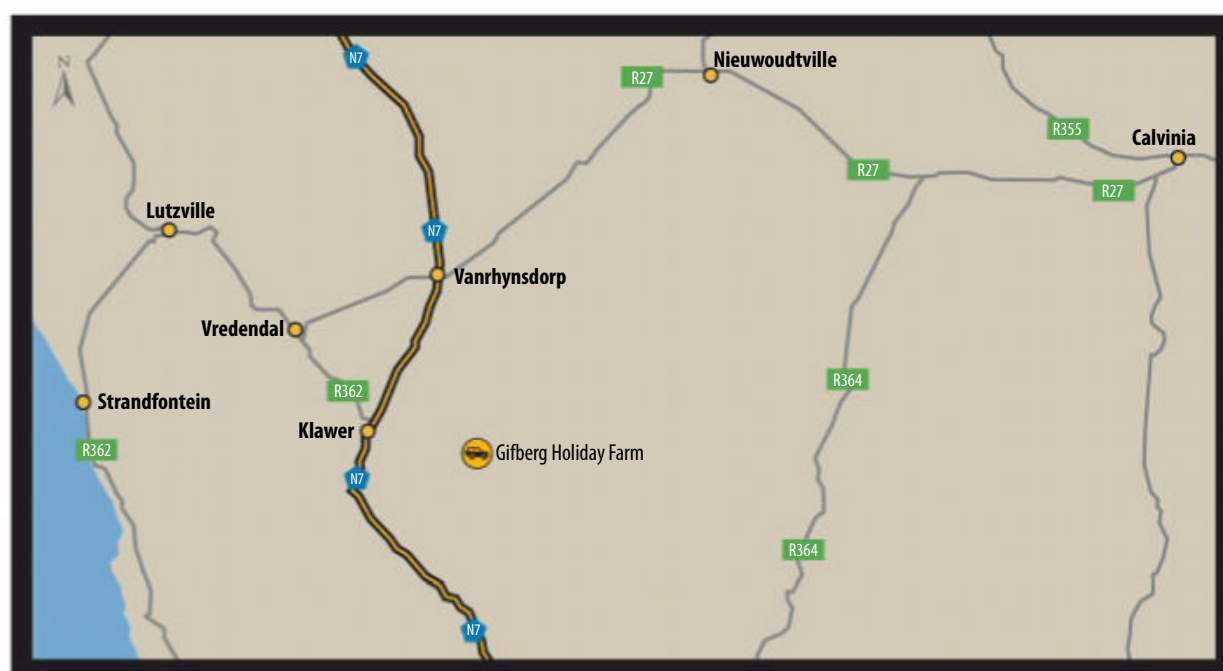
On the trail

The trail starts near the workers' cottages about 350 m west of the farmhouse. It's a linear route to the Doring River, where you turn around and retrace your tracks.

After a shallow river crossing just past the cottages, the road almost immediately becomes a twin-track sand road (and you may drive in deep tractor tracks – look to your left and you'll discover they also farm rooibos tea here). It's not challenging to drive through this sand, but it's not a bad idea reduce your tyre pressure just a bit, the owner recommends 1,8 bar.

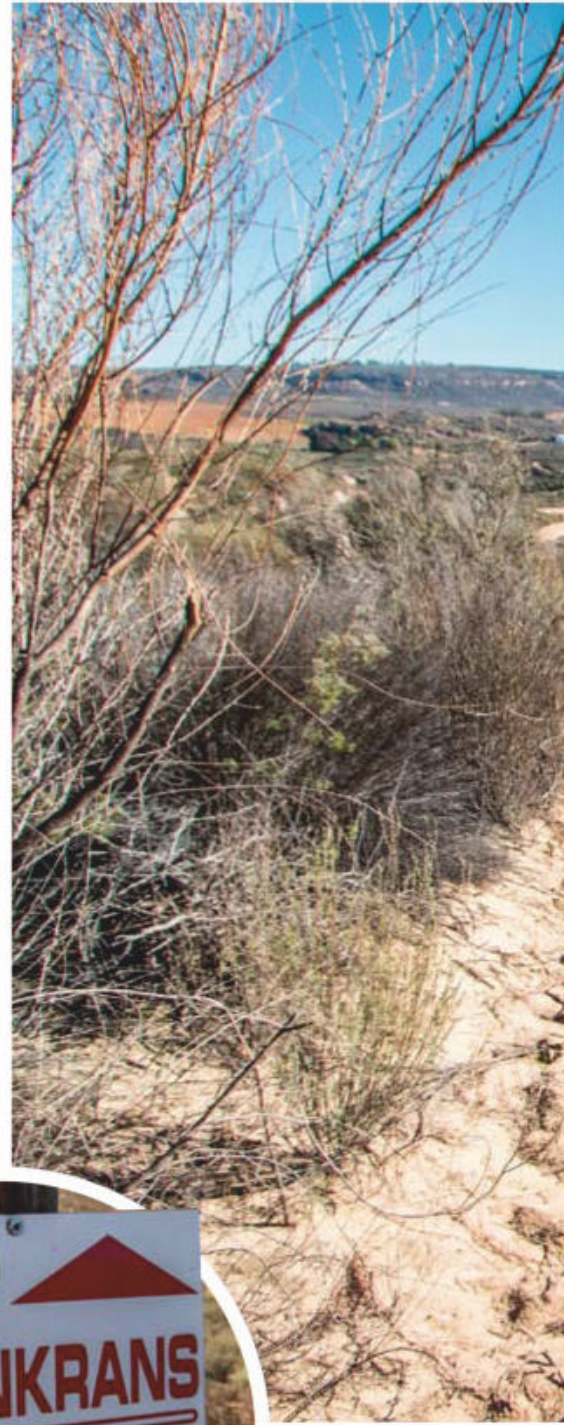
The sandy track gradually makes its way up to the escarpment, and you're surrounded by tea bushes on both sides of the road for the next few kilometres. It's only when you approach the river that the sand suddenly disappears and is replaced by rocks. If you're not in 4x4 mode yet, this is a good time to do so, because the last 4 km to the river is the really interesting part of the route.

>





EASY DOES IT The Gifberg 4x4 route's biggest challenges on the Bruinkrans trail are the rock ledges (main and right) where you'll have to carefully pick a line through the obstacles. The trail to Camp Berta is much, much more challenging. Just look at those rocks!



Shortly after the rocky road starts, you will get a sign indicating “Camp Berta” to the right, but if your off-roader is an ordinary 4x4, rather head straight to “Camp Bruinkrans”. The road to Berta is only about 200 m to the river bank, but it is narrow and there is a hectic rock ledge to traverse, like a miniature version of the one on Van Zyl’s Pass.

You may get down if you’re careful, but if your vehicle doesn’t have raised suspension with a good set of tyres, you’ll struggle getting out again. A tractor has had to tow bakkies out of there numerous times.

The road to Bruinkrans is easier, but there are nevertheless some giant slabs of rock and tight turns where you have to choose your line with great care. The road descends to the banks of the Doring River where you’ll find the Bruinkrans campsite. You can camp here if you like, but there aren’t any facilities. Bring your binoculars for bird-watching, and a cossie so you can cool down in the river. And, if you love fishing, try getting a yellowfish, black bass or tilapia to bite.



PROFILE

Elevation

420 m

300 m

200 m

75 m

0

Start

Shallow drift

Plateau

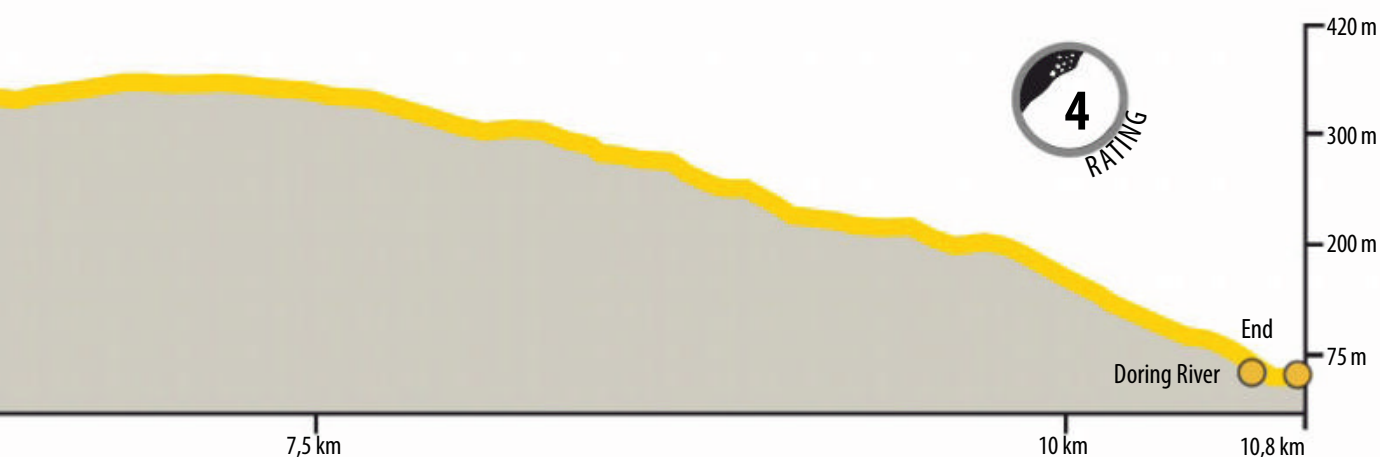
2,5 km

5 km

DISTANCE



“After a shallow river crossing just past the cottages, the road almost immediately becomes a twin-track sand road.”



DOWN BY THE RIVER The Bruinkrans trail's easier sections take you past rows of rooibos shrubs along a sandy twin-track (left and below) but just as you think this trail offers no challenges, you'll descend down a steep, rocky ridge. Once you reach the river, it's time to relax before making your way back up it again.



What you need to know



4x4/low range/diff lock? Definitely 4x4 and low range, but a diff lock is not necessary unless you want to attempt Berta.

Do I get a map? Yes, plus a route description. The trail, however, is easy to follow and clearly marked.

How long does it take? 22 km, 2–3 hours.

Will I scratch my vehicle? No.

Do I have to take a compressor? It's not necessary.

Can we braai along the route? There are braai facilities at the campsite next to the river, but you have to bring your own grid and wood.

Can I turn around halfway? Yes.

Is there cellphone reception? Only at the top of the canyon, not down by the river.

THE TRAIL

Best time to go? During the flower season (July to October).

Can I take my family? Yes, definitely.

For the day or for the weekend? Both. You can do the trail in a morning or afternoon, but the beautiful campsite next to the river will make you want to stay longer.

Are there any ablution facilities? Not on the route; only at the farmhouse.

Directions In Vanrhynsdorp, drive south on Voortrekker Street and follow the gravel road up the Gifberg Pass.

GPS S31.809253 E18.783783

Price R80 p.p. (R50 for children).

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Mozambique - From Bush to Coral Coast

Travel from the plains of the Kruger Park to the beaches of Mozambique with us and Bhejane 4x4 Adventures.



DAY 1

We meet at Punda Maria Camp in Northern Kruger National Park, where we will spend our first night camping in tents. In the evening, while sitting around the campfire, and before being spoilt with the first of many wholesome meals, your tour leader will elaborate extensively on what to expect over the next nine days.

DAY 2

After a good night's rest and breakfast we make our way to the Pafuri Gate, where we cross the border and enter Mozambique. Travelling through the huge fever tree forests in the Limpopo valley, along a two-spoor sandy track for about 80 kilometres, we reach the village of Mapai, where we cross the Limpopo.

DAY 3

Early to rise and after a hearty breakfast, we break up camp and continue on to Machaila. Still on a sandy two-spoor road, with some very interesting old steel bridges dating back to the old colonial logging industry, we continue eastwards to the town of Mabote, where we encounter our first signs of civilisation.

DAY 4

We do not go near our vehicles today – we visit the beautiful Paradise Island in the bay by boat. The boat trip takes about 45 minutes and hopefully we will get to see dolphins and turtles in the crystal clear water of the Bazaruto Sanctuary, with its bounty of marine life.

DAY 5

Today we take to the road and head north onto the Inhassoro peninsula. We drive along the top of the dunes, with the sea on our right and the lagoon to our left until we reach the famous mangrove forests, where we must all be on the "lookout" for the rare mangrove kingfisher.

DAY 6

We have the whole day to relax. As our beach driving permits are still valid, those of you who want to head up the beach will be more than welcome to do so. There is also time to explore the greater Inhassoro area.

DAYS 7 & 8

We have a long drive down to our campsite, just north of the town of Xai Xai. The campsite also has a lovely restaurant overlooking the Indian Ocean.

DAY 9

From Xai Xai, we head inland towards Masingir and enter the new Limpopo Transfrontier Park at its southern gate. We spend about two hours driving through the park and camp at a magnificent camp site overlooking Masingir Dam with fish eagles constantly serenading us.

DAY 10

After breakfast we sadly say our goodbyes and you make your way back into the Kruger National Park via the nearby Gariyondo border post, just north of Letaba.

9 NIGHT/10 DAY ADVENTURE

TENTED & CHALET ACCOMMODATION

DATES 15–24 June, 27 June – 6 July 2019, 9–18 August, 21–30 August, 8–17 September 2019, 20–29 September 2019

COST R 13 500 (ex VAT) per person (children under 10 @ 50%)

BHEJANE SUPPLIES/PROVIDES

- All camp fees
- Specialist guide
- All park entrance fees
- All advertised activities
- Bhejane Adventures provides all the tents, cutlery and crockery

WHAT YOU NEED TO BRING/PROVIDE

- Your vehicle and fuel
- Your own bedding
- Your own drinks and in-between snacks
- Your own out-of-country/medical emergency and evacuation insurance
- Border crossing fees and road taxes

Yes, I want to go!

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Find out more at ✉ bhejane.com



Namib Kaokoland Desert Rivers



Explore the unspoilt Kaokoland in north-western Namibia with *go! Drive & Camp* and Bhejane 4x4 Adventures.

DAY 1

We meet at the Ruacana Eha Lodge in the afternoon and head to the Kunene River Lodge. En route (time allowing) we'll visit Ruacana Falls and the old Ruacana power station, an area of significance during the bush war.

DAYS 2 & 3

An essential safety briefing follows breakfast to ensure everyone is comfortable with the challenges ahead. Today we drive along the Kunene River, arriving at the spectacular Epupa Falls where we'll spend two days, plenty time to view the falls and visit a Himba Village.

DAY 4

After breakfast we head to Okangwati and the heartland of Kaokoland. We spend the night at the foot of Van Zyl's Pass, enjoying a hearty dinner and preparing for the next day's rocky ride into the Marienfluss.

DAYS 5 & 6

Today we drive over the pass and take some time to admire the breath-taking views. We make our way through the Marienfluss and back to the Kunene River. Our campsite for the next two nights is on the banks of the Kunene River. There will be time to explore the Marienfluss or just relax at camp.

DAY 7

Today we drive through the Marienfluss and stop for lunch at the Red Drum. We then head for a campsite on the banks of the Khumib called

Marble camp. This camp is named after a mine in the area called Marble Mine, which we will visit en route.

DAYS 8 & 9

After breakfast we hit the road following the Khumib River, keeping a lookout for desert elephants and other wildlife. After lunch we enter the Hoarusib River which takes us all the way to Purros and our campsite for the next two nights.

DAY 10

An early start finds us heading down the Hoarusib River, crossing over to the Hoanib River at Amspoort and on to our next destination, the Khowarib Schlucht.

A long but beautiful day will see us searching for elephants, rhino and other wildlife and experiencing the ever-changing landscapes of Kaokoland. We will have the opportunity to refuel at Sesfontein that afternoon before heading for our campsite.

DAY 11

Our final day of driving will also see us driving in our last river on the Desert Rivers tour, leaving the Haonib River behind and entering the Ombonde River. We will be spending most of the day driving in thick sand and through big dust holes and earning our 4x4 badges — a great way to finish off our unbelievable journey.

DAY 12

We say goodbye to everyone and "See you on the next Bhejane 4x4 Adventures trip."

11 NIGHT / 12 DAY (TENTED)

DATES 20 to 31 May, 1 to 12 Aug 2019

COST R 15 750.00 per person (children under 10 @ 50%)

WHAT YOU NEED TO BRING

- Your own four-wheel drive vehicle and fuel
- Stretchers/mattresses, bedding and camp chairs
- Drinks and snacks
- Medical insurance and evacuation insurance cover
- Border-crossing fees and road taxes

WHAT BHEJANE PROVIDES

- Three meals per day and coffee/tea in camp
- All tents, tables, cutlery and crockery
- All advertised activities
- All camping and park entry fees
- The use of two-way radios
- The services of a professional tour leader and guide

Yes, I want to go!

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Find out more at ✉ bhejane.com





A hideout by the river

You've got to book early if you want to camp at Dwarsberg Trout Hideaway outside Rawsonville, but it's more than worth the wait, says Annine le Roux of Cape Town.

“ Back in July last year I already booked a spot for me and my husband Gerrit, our children Hannah and Lukas, and a few friends to camp at Dwarsberg in November. It's on a working fruit and wine farm and the perfect place to hide away for a few days, plus it's not even a two-hour drive from Cape Town.

Tell us more about the campsite

Your stand is actually a small campsite with a private bathroom. There are 11 stands, some that can take up to 20 people and others for a maximum of 15 campers. The stands are very far apart, and you're not bothered by any of your neighbours along the Holsloot River. We really like stand number 5 and were lucky to be there again on our last visit. It's got a thick carpet of grass, a lovely swimming pool right in front us and a great fire pit where we spent hours chatting around the campfire. There aren't many shade trees, but there's a canopy where we can hide from the sun.

Our stand is one of those that doesn't have electricity, but some of the others do have power points. We also got two bags of wood every night. The other wonderful aspect is that you don't feel bad switching off your cellphone here. Some networks have zero reception here and others are pretty bad.

What do the ablution facilities look like?

Number 5 has a bathroom with a shower, toilet and sink. A gas geyser takes care of hot water and outside the door is the sink for washing dishes. There are double facilities on the stands that cater for 20 people. Each stand also has two bins.

What do you do there?

The farm is big and open around the campsite, and you can go hiking and mountain biking. Or swim in the clear river or bring your fishing gear and see if you can get a trout to bite.

Bring along your bird book and binoculars, too. There's a host of wine estates in the area and you can visit

WIN Annine wins a **Camp Cover** Bundu Bag worth R500.

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

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cellars including Merwida, Avondrood, uniWines and Kirabo.

Do they have a shop?

Yes, it's next to the reception building and you'll find coffee, sugar, long-life milk, cool drinks, sweets and firelighters. They also have a bistro that's open for breakfast and lunch.



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Fishing the Vaal

Just after the confluence of the Vaal and Orange rivers, lots of hungry fish swim around. Come camp on the shore and see who bites first.



FISHING RESORT

SUNSET VIEW

Views for days

When driving from Kimberley on the R375 towards Prieska to the Orange and Vaal River confluence, you'll get the Sunset View campsite's sign just after Douglas on your right.

Stick to the tar road and follow the signs. The last 600 m is a good gravel road to the guesthouse and office.

This guesthouse next to the Vaal River opened its doors a few years ago, and the campsite a while later on the riverbank. Protea fly fisherman Jacques Marais, and his wife, Hilda, are the new owners of Sunset View.

There are six stands on a long, wide terrace next to the riverbank, and above it is another five-stand terrace. The ablution block is also here, about 100 m from the furthest stand. To get there you have to climb the stairs up a steep incline.

On the lower terrace you'll camp under tall bluegums. These are the best spots,



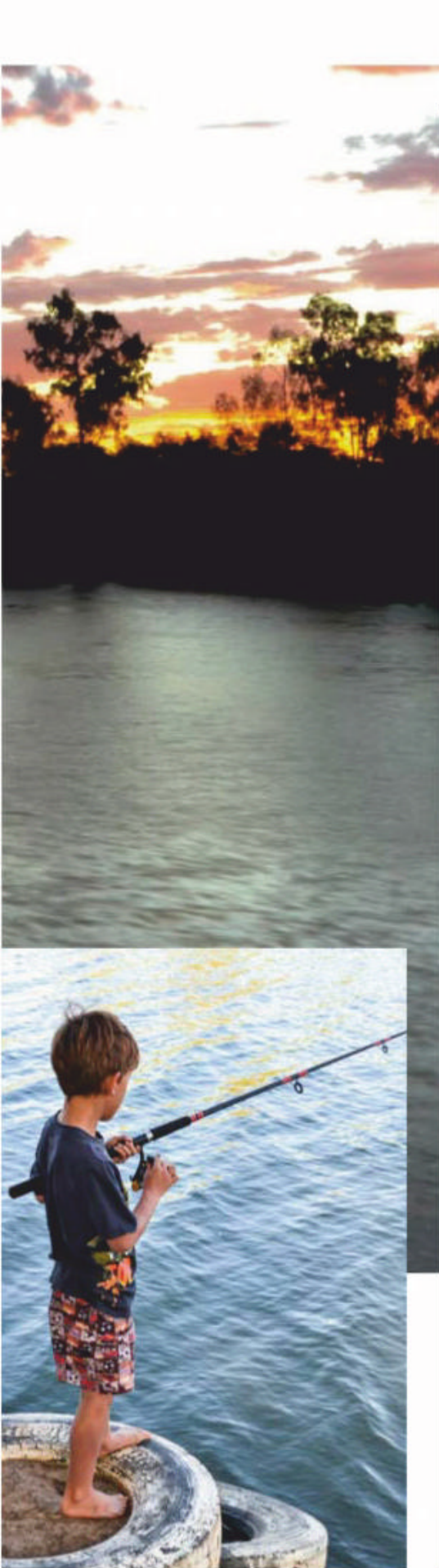
because the five top stands don't have shade. The sites are nestled next to one another, but each is a good 10 m long so there is a bit of distance between you and your neighbours.

You may park your car with its nose against the top terrace's wall and that leaves enough space for other cars to pass.

Each stand has its own adjustable steel braai and rubbish bin.

The power points are on the top terrace and you'll need a 20 m extension cord to get electricity to the bottom stands.

There are stairs down to the shore, and for anglers there are also stairs along the river from where you can cast your line.



Briefly | Sunset View



Fish Including barbel, carp, largemouth and smallmouth yellowfish, moggel, banded tilapia and the Orange River mudfish.

Campsite 11 stands on two grass terraces; 6 with nice shade and 5 with very little.

Ablutions Clean and convenient.

Price R300 p.n. per site for the first two people; then R100 p.p.

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jacques.hunterfisher@gmail.com

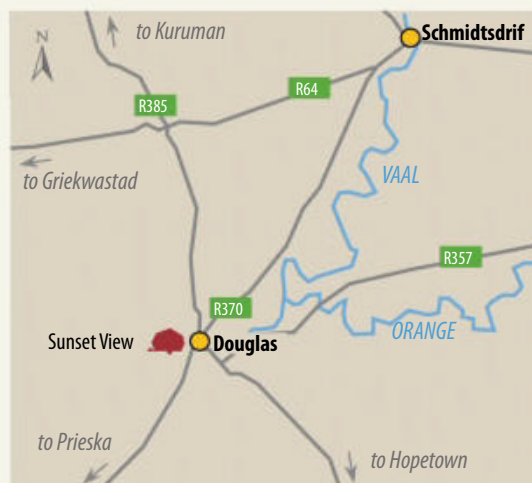
Hunterfisher.co.za

Closest town Douglas, 4,2 km.

Road condition The last 600 m is a good gravel road.

GPS S29.069917 E23.741342

go! Drive & Camp says Jacques also offers fly-fishing tours, and everyone is welcome.



SEAFOOD

MUSSEL STARTER WITH CHORIZO Seafood with a bit of a bite

Fresh bread and mussels with flavourful chorizo is just the thing to appease your tummy for a while.

Ingredients

- 1 tablespoon oil
- 2 onions, finely chopped
- 2 celery stems, finely chopped
- 250 g chorizo, thinly sliced
- 1 cup of beer or white wine
- 750 g black mussels
- A handful parsley, finely chopped

Here's how

1 Heat the oil in a medium potjie (or use 3 small pots if you want to be fancy) and fry the onion and celery until soft. Add the chorizo and fry until golden brown.

2 Add the beer and then the mussels to the pot and close the lid. Steam for 5–7 minutes and remove the mussels from the pot.

3 Sprinkle in the parsley and cook the sauce for 4–5 minutes. Then serve as starter with the mussels and some bread to dip into the sauce.

go! Drive & Camp says If any of the mussels don't open, don't get out Leatherman. Throw them away.

Recipes and styling Jana van Sittert Photo Ruvan Boshoff



FISHING GEAR

This is how a mouse catches fish

Largemouth bass are excellent predators that eat just about everything they come across. Especially smaller fish have to know their way around to not become part of their menu. These bass don't only target other fish, though, but also eats small, live land animals, and this is where LiveTarget's field mouse lure comes in.

The mouse lure looks like the real deal with a rubber body intended to attract the bass to the surface of the water. It's designed to be pulled smoothly through

reeds and won't easily get stuck.

You tie the line to the corner of the mouse's mouth and then it goes through the mouse's body. The hook has a double shaft, which means there are two barbs. These barbs come out of the stomach and curl forward.

The barbs are against the body of the mouse, and when the bass strikes, the

body gives way and you've got your bass.

The lure is available in three sizes and four colours. Some say it's particularly effective in luring catfish...

Price From R209 at most angling shops.

Contact Adrenalin Importers & Distributors (importers) 021 982 1510 or 072 270 7726 adrenalinfishing.co.za catches@4adrenalin.co.za





Pieter builds a Bonsai

It gets icy cold when camping at Nossob during winter, but even so it remains a favourite destination for Pieter and his wife, Barbara.

It was when camping there four years ago with a camper on the back of their Ford Ranger bakkie, that Pieter decided he would have to make another plan. Not that there was anything wrong with the bakkie camper, it was more that he had had enough of always having to pack it all

up before every game drive.

The last straw was the fact that Pieter had to wear gloves whenever he had to pitch or take down camp, otherwise it felt as if his fingers would stick to the frozen aluminium canopy.

Something had to give...

Getting started

“I decided before going back to Nossob, we'd have something else

in which to camp. And our next trip was just around the corner, because our spot for December 2016 had been booked in advance.

I played around with a few ideas and finally decided that the most practical solution would be to build an off-road trailer.

The starting point was the bed section of my bakkie camper: it's a loose component that attaches onto the canopy



While camping at Nossob in the Kgalagadi Transfrontier Park in 2015, Pieter Lotz of Hermanus decided he would build his own off-road trailer.



and off – to complete this. I revisited the design again and again until I finally hit upon a layout that matched our camping needs. The idea was that the bed section would fit the trailer and the bakkie's canopy, depending on where and for how long we camp. For example, if we sleep in a different place every night, I'd put the bed on the bakkie, but if we'd stay in one place for longer, I'd put it on the trailer. I liked the versatility.

Tools of the trade

I'm someone who loves working with my hands, I have a mechanical engineering diploma, and I've built drawer systems for other people. That's why I decided to build my off-road trailer in my garage. I always laugh and say my only helpers were a lot of G-clamps!

I had only six months to build it before we had to leave for our December holiday in the Kgalagadi. I'm happy that I could build it all with the tools in my garage. The only special piece of equipment I used that you wouldn't find in most garages is an aluminium welding machine.

I built the chassis using 76 x 50 mm square tubing and used 50 x 25 mm tubing for the hull's frame. >

VERSATILE SOLUTION. Pieter used the bed section and canopy of the camper, which he had bought years earlier from Silver Crest Trading, as the starting point for his off-road trailer. Depending on his camping requirements, Pieter can now just head out with the camper on his bakkie or decide to hook up the trailer as well. The off-road trailer also features a double mattress that folds out and that's usually where his grandchildren rest their heads.

with four clips. I'd bought this as well as the canopy several years earlier at Silver Crest Trading. It's a clever design – the mattress is in a fibreglass shell and is fastened to the roof, which means you can stand upright under it when the bed is not in use. And, because the whole thing clips loose, I decided to build a trailer that I could attach to this.

I put pen to paper and designed my off-road trailer. It took me a few months – on



I made the doors and panels using aluminium while the wheel fenders are fibreglass. I made my own moulds even for these. I had the chassis and frame galvanised at a company in Cape Town.

The axle and springs have a payload of 1 600 kg and the trailer is fitted with service brakes. I sprayed the outside with Hammerite spraypaint and the entire bottom was treated with a Stone Chip, a protective coating. The inside received carpeting.

I found four caravan corner steadies and added one on each of my trailer's corners. There's also a 45 ℓ water tank under the trailer.

Everything in its place

I took great care with the layout to ensure that every available centimetre is fully utilised. Because the bed is fixed to the roof when we don't use it, there is still a decent ceiling height in the trailer, which means I can stand up in the daytime.

We love it when our grandchildren join us. For them I built a second double bed that pulls out on the right-hand side of the trailer. When the top bed is flattened, there's 500 mm space between the two beds, but it is fine for the little ones who crawl inside.

When the second bed isn't pushed out, it makes for a couch in the trailer, and we sit here when the weather isn't playing along. I used the space under the bed/couch for storage. In addition, I put wooden racks and cupboards along the side and in front of the trailer for our clothes. It has canvas doors.

The kitchen is outside on the right-hand side of the trailer. The kitchen door folds out flat to form a worktop and right in front of you are foam moulds for the plates, bowls and cups, space for wine bottles, and shelves and drawers for the rest of the kitchenware. To the right of the kitchen is a long cupboard, also with shelves, where we store the food.

I divided the nose box into two and isolated the one side, which means it works like a cooler box. The gas bottles are kept in the other side of the nose box. Left of the kitchen's worktop is the 52 ℓ fridge/freezer you pull out on a sliding frame.

On the right-hand side of the trailer, in front of the bit where the grandchildren's bed folds out, is the cupboard for all the electrical items. I equipped the trailer



with 220V and 12V power and it also has a solar panel on the roof (the control system is also in that cupboard).

At the back, the door folds flat (you first swing out the spare wheel and get the legs out), extending the floor of the trailer. I pitch a tent from the roof to here – it's a good spot to get dressed, or we'll put our camp chairs here when we go to sleep.

Woe is me... the paperwork

I'm honest when I say it was a terrible process to get the trailer registered. I was sent from pillar to post. If you want to

ask my advice, I'd recommend that you rather buy your trailer's chassis from a registered trailer manufacturer. They are geared for it and can build a chassis that is legal for the road. Then you can do the rest yourself.

But if you want to persevere the way I did, this is what you can expect...

You must get a RPC (request for police clearance) and SOA form at the traffic department. The latter is a sworn affidavit about the vehicle. In this you have to record who built the trailer, why it was built, what it will be used for and where >



WITH HIS OWN HANDS. Pieter constructed the trailer in his garage, and the only help he received was from G-clamps. He put everything together with the tools in his garage, except for an aluminium welding machine he had specially brought in. The trailer was fitted with service brakes, and the chassis and frame were galvanised at a company in Cape Town.



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READER STORY

you bought the material. So remember to keep all your slips. After this, you take your trailer to the police's vehicle section so they can inspect it. They will then provide you with a Vehicle Identification Number (VIN) that you must punch in on the chassis. You must also attach your trailer's details as microdots, which costs about R550. The trailer's details are then loaded onto the police's system and they punch in another number on the chassis.

After that, it's back to the traffic department where they need all the paperwork, including your slips, to register your trailer on their system.

A while later you will get your papers back, and now you have to take your vehicle to a weighbridge to get the weight certificate. From here, you need to go back again to the traffic department where the trailer is inspected to determine the tare weight and carrying capacity for your roadworthiness certificate. If your car's gross vehicle mass (tare plus carrying capacity) is less than 750 kg, the traffic department can issue your certificate, but anything heavier than 750 kg, like my trailer, involves an application for an OAS certificate – and it seems there's only one person in all of South Africa who can issue that. I had to get a guy who travels from Pretoria to Cape Town to get me my certificate.

Once you've done all this, it's back to the police for a final inspection... and then your last stop is again at the traffic department for your trailer's license and registration number.

Worth it

I went through this comprehensive and sometimes frustrating process, but in the end it was worth every bit of effort. I got my trailer's license on 15 December and four days later we left for Nossob to camp for two weeks.

The trailer towed like a dream and we thoroughly tested it on its first 2 700km. The last 160 km to Nossob is bad and the road creates a lot of dust, but when we got to Nossob I was pleased to see that the trailer passed its dust test with flying colours. We also had rain in the Kalahari, but everything remained dry.

We called the trailer "Bonsai" and we've been camping with great delight ever since. In fact, right now, we're getting ready for our next camping holiday at Nossob.



KITCHEN STORIES. On the left side of the trailer, Pieter built a fully equipped kitchen with a large worktop and lots of drawers and cupboards. He also made provision for a fridge/freezer on a sliding frame to the left of the kitchen worktop. One of the other neat touches is the dual sided nose cone, half of which has been insulated and is now used as a cooler box, while the other half is where the gas bottles are stored. Pieter also made an awning that pulls over the kitchen on the left side of the trailer.



Pieter 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

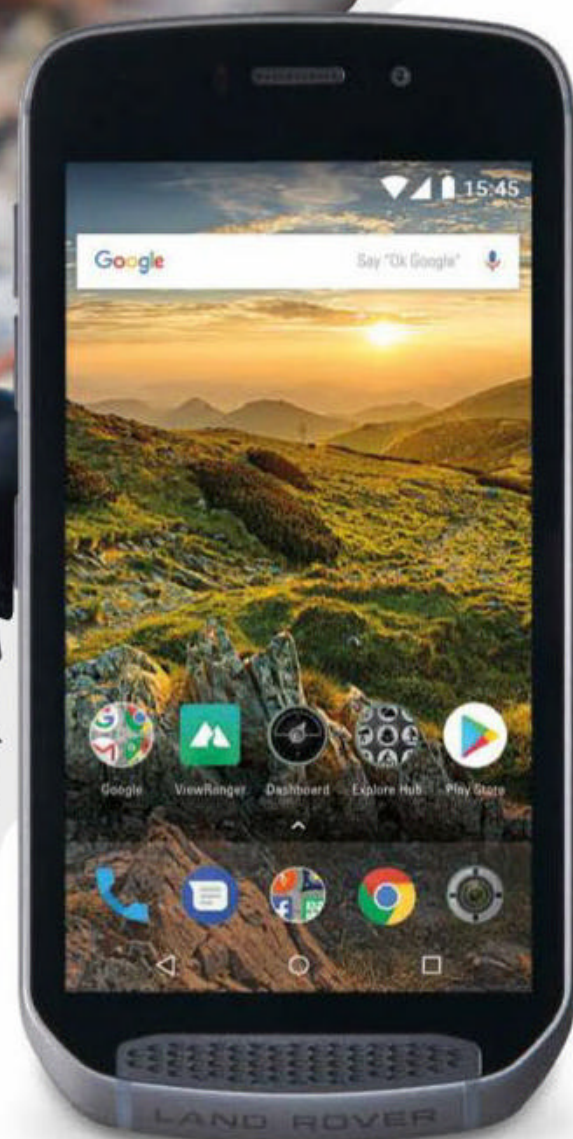
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Triton

gets sporty

MITSUBISHI TRITON ATHLETE

We know the Mitsubishi Triton is a great towing vehicle, but now that it's been jazzed up with sporty decals, there's no stopping it.

Text and photos **Leon Botha**

It's not strange to see a Mitsubishi towing a caravan on our roads, but this Japanese manufacturer has just introduced a special version of its Triton double cab.

The Triton Athlete is imported from Thailand and looks as if it's exchanged a tailored suit for leisure gear. The Athlete is a four-wheel drive with an automatic gearbox and the manufacturer also includes a number of additional safety features – including seven airbags and Isofix

children's seat anchor points – as standard equipment.

The Athlete is available in white or dark grey, with its distinctive orange lines catching the eye.

A touch of colour

The distinctive orange stripes on the front and sides, and the black trimmings on the rims, door handles, wheel arches, parts of the bumper and the grille all emphasise the Triton Athlete's sporty look.

This bakkie won't be to



everyone's taste, but Mitsubishi says it's targeted at people and families who live life to the full and engage in adventurous and sportive activities, such as surfing, mountain biking, paragliding, horse racing and motocross.

The Securi sliding roll door covers the load bin and is a useful addition. The door latches at the tailgate and serves almost as a double lock for the tail gate. You can't open the tail gate if you haven't first unlatched the Securi slider. Just don't forget your only key inside the bin, as you can lock the key inside by mistake.

Also, be careful when you

open the roll door. It has a strong wind-up mechanism and winds the slatted door up to the rear window in a jiffy. At the latch is a long nylon strap that you pull to the cover back towards you again. And you can hold on to it to stop it from winding itself up too quickly when you unlatch.

When you get in, you're surprised by colourful finishes: the front and back seats are bright orange with black edges and the word "Athlete" is embroidered behind your neck in the front seats. The steering wheel and gear lever are also black with orange stitching.



Keeping things simple

Despite the orange finishes, the interior is quite basic and, yes, that's suitable for a bakkie. The angle of the headlights' beam can be adjusted with a button near your right knee for when you load the bakkie, or hitch a caravan.

The rear-view screen is just as basic, but helps you see what's happening behind the bakkie when you put the Athlete in reverse. The index lines on the screen show the distance but

remain static and don't follow the steering wheel line as you turn. The Athlete also doesn't have reverse sensors.

Also, the Athlete's computer doesn't warn you if any occupants haven't fastened their seatbelts.

At 20 km/h, all the doors lock automatically, and when you stop and put the gearbox in Park, all doors unlock at the same time.

The Athlete still has the genes it inherited from the Pajero. On the instrument panel there are >



BRIGHT AND SUNNY. It's not hard to tell an Athlete apart from a standard Triton. Mitsubishi used orange detailing on the exterior body panels as well as the interior. The upholstery received the lion's share of the orange and there's even orange stitching on the gear lever.



lights that represent all four wheels and the two diff locks. That way you can see which drive train – whether it's 4x4 or a specific diff lock – it's using at any time.

But the Athlete also has clear similarities with Fiat's Fullback. The Fullback is almost a clone of the Triton and you can see it in certain aspects including the large paddle shifters that aren't attached to the steering wheel but to the steering column.

The tow

As with other double cabs,

the Athlete can tow a weight significantly heavier than its tare weight. According to the bakkie's GCM and GVM figures (5 885 kg and 2 880 kg respectively), the Athlete can tow a load of up to 3 005 kg when loaded to its maximum weight.

At 3 100 kg, the towbar's certified weight is a touch higher than that the bakkie's specification and the nose weight of the caravan must not exceed 150 kg.

The towbar protrudes like a bent arm from under the bumper with the ball bolted to a flat plate.



The plate has two sets of holes to adjust the height of the ball.

You can also remove the plate part (with its arm) from the towbar. You'll need tools for this

and, in addition to the bolt, the towbar also has a safety pin with a clip to make sure it doesn't accidentally disengage when you're towing. >

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📞 Contact Number: 011 664 7000

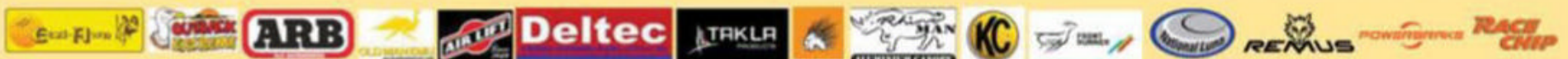
🌐 www.kennis.co.za

🕒 8 am - 5 pm

👤 Contact Person: 082 784 20 50

✉ 4x4@kennis.co.za

📍 6 Ontdekkers Road, Witpoortjie 1724





Pieter Crous has pretty much towed with them all. Here's his opinion.

Pieter says

“For a bakkie, the driver's seat has many adjustments. When you sit high up, the way I like it, the all-round view is excellent.

The gear lever doesn't adjust in a straight line but in a staggered slot. Behind the steering wheel are the paddle shifters, which means you can easily take control of the gearbox. The engine responds immediately when

using the paddle shifters.

Interestingly, you don't feel the direct power of the engine's 430 Nm torque. It's still a strong engine and I suspect the turbo kicks in right from the start, as I don't feel any turbo lag.

Unfortunately, the instrument panel looks old-fashioned. It doesn't bother me, but Mitsubishi doesn't seem to keep up with the latest trends. I feel the same about the five-speed automatic gearbox, but the advantage is that the Athlete doesn't hunt for gears when you get to cruising speed.

It tows comfortably and the caravan's push and pull isn't transferred to the bakkie. You always feel in total control.

The Athlete tows comfortably, but you have to spur it on to maintain momentum. However, this one only has 5 000 km on the

clock; so, the engine might not be run in properly.

I remember the previous generation also drove as comfortably as a normal car. This one also has a soft suspension, but it's almost too much, as it tends to rock when the caravan's coupler presses down hard.

The Athlete does, however, show its true colours on a dirt road. Mitsubishi has extensive 4x4 credentials and the same applies to the Athlete. With a weight on the towbar, you feel the bumps, but not so much that it bothers you. You also don't hear any rattles in the cabin.

This is one of Mitsubishi's best towing vehicles and I don't think anyone can complain about the price. Not when you consider what you're getting for your money.



Before reaching for your wallet

What does the book say?

Fuel Diesel

Engine 2.442 ℓ

Cylinders 4

Power 133 kW @ 3 500 rpm

Torque 430 Nm @ 2 500 rpm

Transmission 5-speed automatic

Drive train Part-time four-wheel drive with centre and rear lockable differentials.

Tare 1 900 kg

GVM 2 880 kg

GCM 5 885 kg

Wading depth 500 mm (600 mm if you drive slower than 5 km/h)

Towing ability with overrun brakes Up to 3 100 kg

Dimensions 5 285 mm (l); 1 780 mm (w); 1 815 mm (h)

Axle distance 3 000 mm

Track width 1 520 mm (front); 1 515 mm (rear)

Ground clearance 205 mm

Fuel tank 75 ℓ

Price (new) R579 995

Price (second hand) On autotrader.co.za, we saw a 2018 model with 100 km on the clock for R519 995.

Fast facts

The hitch The towbar is not standard and costs R3 864 extra. It is certified for a towing load of 3 100 kg and a nose weight of 150 kg.

Suspension Independent double wishbones and coil springs in the front and leaf springs at the rear. The Athlete's

tail dipped 4 cm when we hitched the Xplorer.

Weight 2 320 kg with a full tank of fuel and the Xcell's nose on the towbar. The combination was 3 300 kg, which means you can load another 2,5 t jointly.

Interior If you're six feet tall, you've got four fingers of space in the front of your knees on the backseat and three above your head.

Speed The speedometer and GPS speeds differ by 5 km/h: when the speedometer shows 100 km/h, the GPS tells you you're driving at 95 km/h.

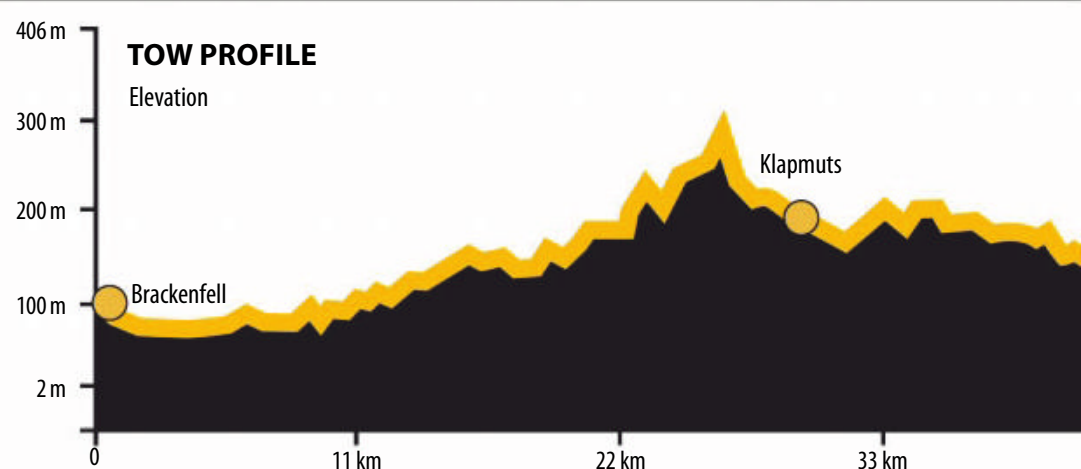
Fuel consumption Exactly 12,5 ℓ/100 km (8 km/ℓ) – it's better than you'd expect of a new engine that hasn't yet been run in.

Finishes Aside from all the orange, there are shiny and matte black panels with muted grey bits in between. The layout is basic, and not too garish.

Extras An engine protection plate for R3 013, bonnet edge protector for R966, and a chrome nudge bar for R4 692.

Other models The Athlete is limited to one model and two colours: white and grey.

go! Drive & Camp says The Athlete does great on tar, but it really shines on gravel roads.





What we towed

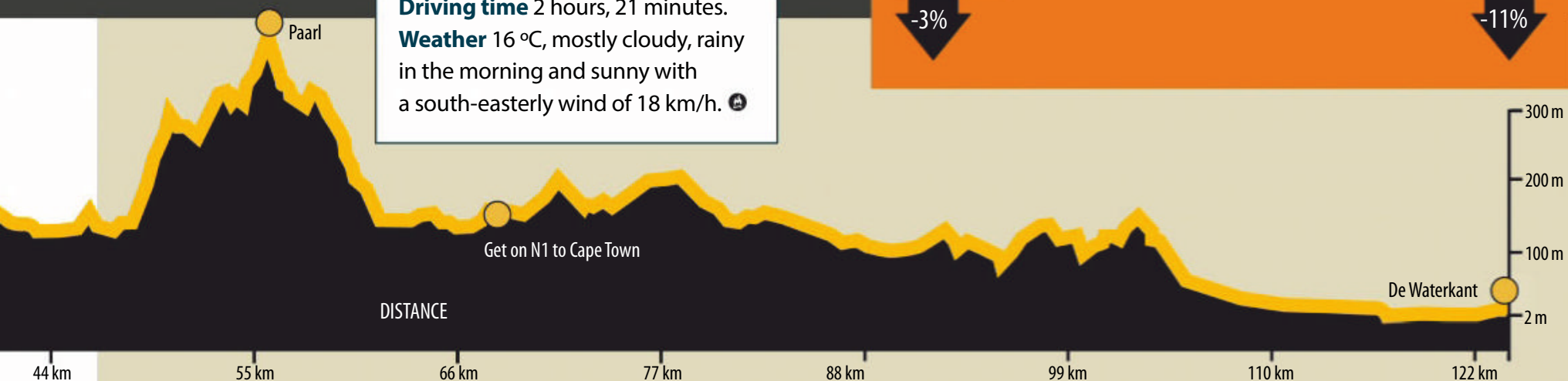
Manufacturer Jurgens Safari
Model Xplor Xcell
Year model 2013
GVM 1 650 kg
Loaded weight on the axle
 980 kg (hitched to the Athlete).

go! Drive & Camp borrowed the Jurgens Xcell from Tygerberg Caravans. Call Wesley Dempster on 021 982 4670 if you want to view the Xcell.
tygerbergcaravans.co.za



The test

Distance 120 km
Top speed 116 km/h (GPS)
Average speed 52,9 km/h (including highways, back roads, built-up areas and a steep gravel road).
Driving time 2 hours, 21 minutes.
Weather 16 °C, mostly cloudy, rainy in the morning and sunny with a south-easterly wind of 18 km/h.



From the competition (all special editions)



R621 000 Toyota Hilux 2.8 GD-6 Dakar 450 Nm

+7%

+5%



R674 600 VW Amarok BiTDI Dark Label 420 Nm

+16%

-3%



R560 980 Ford Ranger 2.2 TDCi XLS Fx4 385 Nm

-3%

-11%



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Four-sleeper caravan for the win!

When baobabs grow really old, the inside of their trunks often hollow out and are astoundingly spacious inside. And people have been known to get themselves comfortable in there – as with Bush Lapa's Baobab.

Text and photos Zigi Ekron

Competition in the South African off-road caravan market is intense, and becoming a reputable brand is certainly not child's play. When the first Bush Lapa off-road caravan, the Miskruier, saw the light in Worcester in 2010, it was just one of a group of newcomers who staked their claim among the more established manufacturers that year.

In the first year of production, the factory built an average of two caravans per month; in the following year it increased to five a month and then 11 per month by the following year. At the end of 2017, there were already more than a thousand Bush Lapa off-

road caravans plying the roads in South Africa, Namibia, Botswana and as far as Sri Lanka, Canada, Australia, the Netherlands and Britain. Currently, a new off-road caravan rolls off the production line almost daily.

But it's not just the factory that's expanded. From a single model, the range has grown to 10 plus two canopies for bakkies. The latest addition to the range of off-road caravans and trailers is the Bush Lapa Baobab.

It's a packhorse

It is not entirely accurate to refer to the Baobab as an off-road trailer. It falls in the category of off-road caravan since you sleep

inside it, rather than on it. This, in fact, applies to all models in the Bush Lapa series. You don't have to deal with roof tents or climb up and down ladders. And that's what usually causes an off-road caravan to be heavier than an off-road trailer.

And this is where the Baobab makes for an interesting case study. According to the license disc, a fully loaded Baobab (ie, the gross vehicle mass) weighs 1 800 kg – very normal for this class of caravan.

But empty, with standard accessories including the spare

wheel, awning, side panels, deep cycle battery and gas geyser, it weighs only 1 090 kg.

This means the remaining 710 kg of allowable weight is for your luggage. About 200 kg more than you can load in a normal trailer.



BUSH LAPA BAOBAB

Let's get cooking

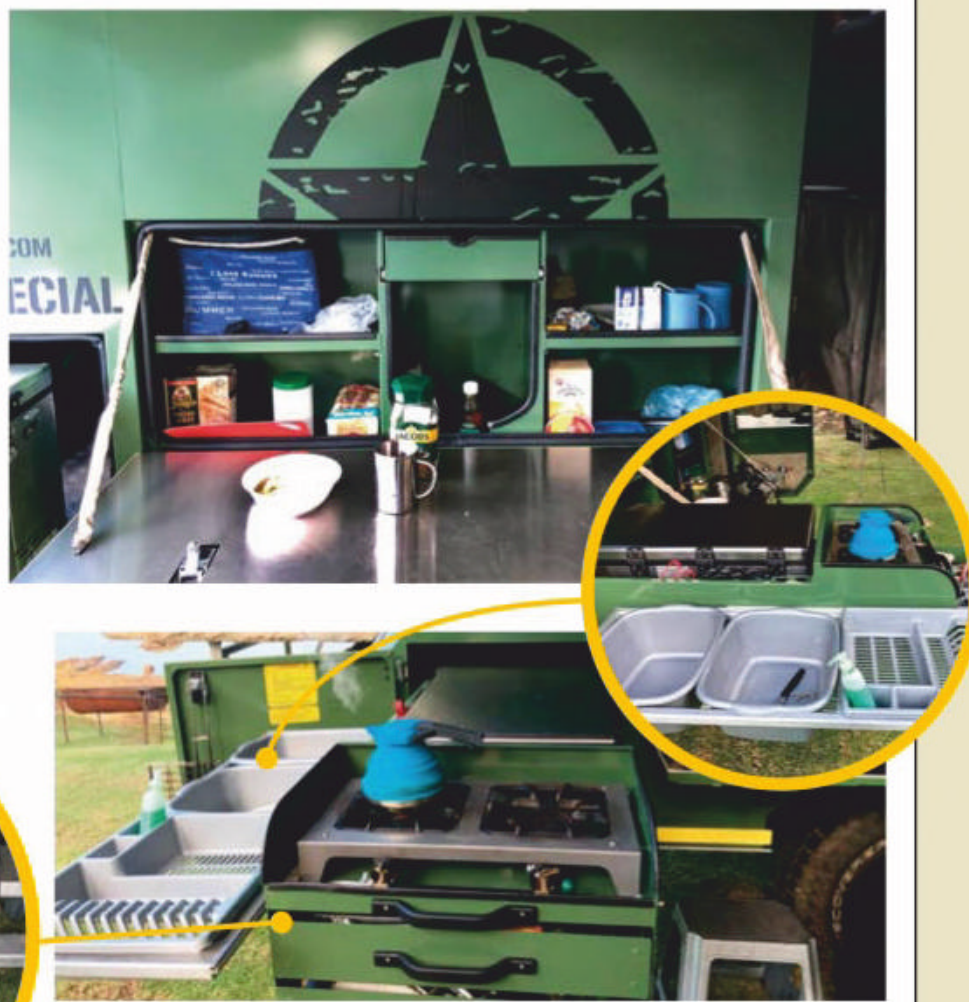
One of the extras you have to purchase is a fridge/freezer that fits on top of the kitchen slider in the front left. There is enough space for a 90 l fridge and Bush Lapa gives you the option to choose between three brands: Engel, National Luna and Snomaster. Next to the fridge, on the same slider, sits the gas stove and smaller drawers with cooking utensils are there, too.

The large hatch just to the right of the kitchen opens toward the bottom to create a worktop where two people can easily stand next to each other while prepping food without it getting too cramped. Behind the worktop are plenty of shelves where you can pack all your non-perishable groceries.

The tableware, from plates

and bowls to cutlery and wine glasses, are zipped into canvas bags on the inside of the door, right next to the kitchen top. So you can stop on the side of the road and effortlessly put lunch together when the kids in the backseat start getting hungry.

When you arrive at your campsite, you can hook an aluminium frame to the side of the kitchen tray with space for two plastic bowls and a drying rack for washing dishes.



Setting up

The Baobab is the second largest off-road caravan in the Bush Lapa range, and although the sizes vary, they all get set up in more or less the same way.

When you stop at your stand, get the two corner steadies and their footplates from their storage space at the back of the caravan, place them and

tighten them firmly with the crank. Now, there remain only three basic steps: first, release the clips of the pop-up roof and push it upward from the inside; then open the flaps for the beds, fold over the canvas, pull the frames into place and tighten the awnings; finally, unfurl the Bushwing awning

and attach its poles. "Bushwing" is the registered trade name for the awning that extends 270° around the caravan. Its operation reminds you of how a bird spreads its wings – hence the name.

The awning doesn't require a hoist the way old-fashioned caravan rally tents did. All you

have to do is unzip the bag on the top left of the Baobab and swing out the five steel arms. The poles and extra cross poles help tighten the roof so water doesn't pool in it when it is raining.

All that remains is to open the kitchen cupboard and pull out the fridge. >

Siesta time

Bush Lapa builds two variants of the Baobab.

One sleeps three and the other four, but the layout is identical – all that differs is that the front bed is smaller in the Baobab 3.

The main bed folds out on the right-hand side of the caravan and the other over the nose box. In the Baobab 4, you get two double beds, each 1,9 m long.

This means Bakkies Botha's

feet will hang off the end, but the rest of us should fit comfortably on it.

The bed that unfolds in front is slightly wider than the one on the right, but has less headroom. So let the children kip there.

At the foot of this bed are three useful shelves for loose items including your car keys, wallets and a paperback.

There are also two USB sockets for charging phones.

Let your light shine

You don't have to worry about bugs as all the windows are covered with mesh and you can adjust the main light in the Baobab so its LED shines white or yellow. The reading light above each bed is also the yellow LED type, but it's bright enough to keep up with what the main character in your novel is up to.



Brushing your pearlies

Right at the back of the off-road caravan is a bathroom corner with a sink where you can wash your face and brush your teeth. Above the basin are two open shelves where you can store your toiletry bag and soap, and underneath it are two large shelves that zip shut. This is a great place to store your first-aid kit. To the left of the bathroom corner are more shelves behind canvas for extra towels and the like.



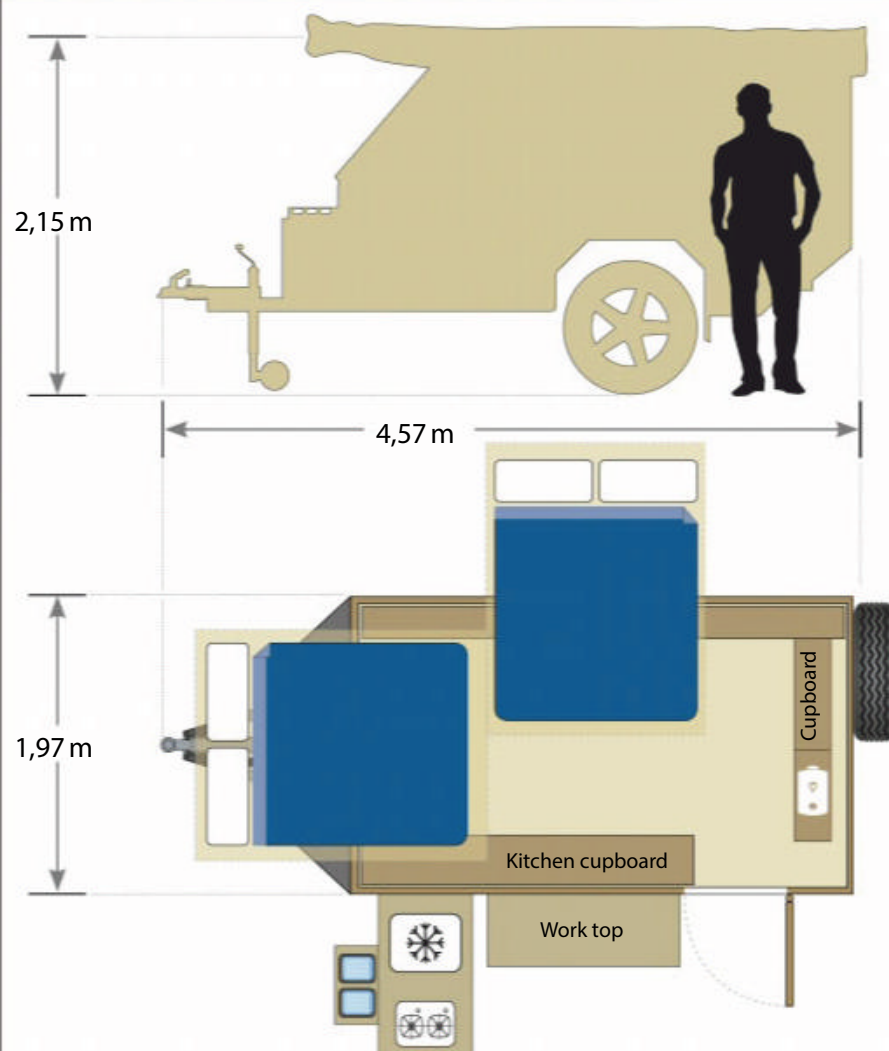
Keep it tidy

Across from the foot of the main bed is a row with four cupboards so each person has storage space for his or her clothes. Each cupboard has two shelves and they zip up separately with canvas flaps.



But wait, that's not all...

There are many optional accessories that you can purchase to equip the Baobab for a holiday in the bundus. The most important of these is the 140W solar panel and the outer control pad and geyser. The nylon shower folds out the same way as the Bushwing and gives you a spacious spot to wash off the dust of the day.



The technical stuff

Length 4,57 m
Width 1,97 m
Height 2,15 m
Ceiling height inside 1,98 m
Tare weight 1 090 kg
Payload 710 kg
GVM 1 800 kg
Price R362 700 (Bush Lapa could not give an indication of the increase for 2019.)

- The entrance door is slightly low, but after the third time nearly getting a skull fracture, you'll remember to duck.

go! Drive & Camp borrowed the Baobab from the manufacturer.

go! Drive & Camp says Baobab may as well be an acronym for Brilliant All-round Off-road Bush And Bundu caravan.



Plus

- It's spacious and doesn't feel cramped.
- You couldn't ask for more storage space.
- The bathroom corner at the back is a great convenience.
- The USB sockets for cellphone chargers is smart.
- The dual nose wheel allows the caravan to move easily even in muddy or sandy areas.



Minus

- Due to its GVM, you will need a double cab for towing.

Dealer network

Head office R101 Klapmuts (Ou Paarl Road)
Contact 021 224 0919
 084 516 6613



Comfort food on the coals

Kids, uncles and aunts...
everyone will love this menu, and
there's even leftovers for padkos!

🔥 CHOPS WITH COKE

Coals and cola... a finger-licking combo!

The combination of sweet cola and the flavour of the wine form the basis of this lip-smackingly good marinade for proper mutton chops.

Ingredients

(enough for 6)

- 1 onion, finely chopped
- 4 cloves of garlic, crushed
- 1 cup red wine
- 2 cups cola
- 100 ml Worcester sauce
- 1 tin (410 g) chopped tomato
- 1 red chilli, finely chopped
- 1 tablespoon paprika
- 1 tablespoon ground cumin
- 1 tablespoon ground coriander
- salt and black pepper to taste
- 1,5 kg mutton chops

Here's how

1 Mix together all the ingredients except the chops in a saucepan. Add the chops and marinate them for at least 2 hours for the cola to soften the meat. Remove the chops from the marinade and keep them aside as you get the coals ready.

2 Cook the sauce for 30 minutes in a saucepan until it is thick and fragrant.

3 Braai the chops slowly over low coals and keep basting them with the sauce. The secret is to braai the meat very, very slowly until it's super soft with crisp caramelised pieces clinging to the outside.

4 Allow the chops to rest before serving with the remainder of the sauce.

go! Drive & Camp says Why not make some pap to soak up that delicious sauce?

🔥 BEANS & BACON

Proper bean protein

This easy bean dish is much nicer than the canned variety, and once you've put everything into the pot, you can forget about it.

Ingredients

(enough for 6)

- 2 tablespoons oil
- 250 g smoked bacon
- 1 onion, finely chopped
- 2 garlic cloves
- 1 tin (400 g) chopped tomato
- 2 tablespoons dark brown sugar
- 2 tablespoons molasses
- 3 tablespoons Worcester sauce
- 4 cans (410 g each) cannellini beans, drained
- 2 cups of water

- 1 bay leaf
- a pinch of salt and black pepper to taste

Here's how

1 Heat oil in a flat-bottomed cast-iron pot that has a tight-fitting lid. Fry the bacon, onion and garlic for about 5 minutes until soft and fragrant.

2 Add the rest of the ingredients and stir. Cover the pot with foil, followed by the lid. Allow to simmer over moderate hot coals for about 1½ hours – also place one or two coals on the lid.

3 Remove the lid. Then boil the beans for another 30 minutes to reduce the sauce. The meal is ready when the sauce is thick and the beans are fragrant and tender.

go! Drive & Camp says Heat the leftovers in a pan the next day for breakfast. Break some eggs in it and cook until they're cooked according to your taste. Serve with roosterkoek. >



Beans & bacon

Recipes and styling
Aletta Lintvelt
Photos **Michelle Parkin**

◉ VETKOEK BOERIE BURGERS

You only need one hand

Because you use baking powder, this dish is super quick to make.

Ingredients

(enough for 4)

- 500 g boerewors
- 1 cup grated cheddar
- 1 sweet pepper
- mayonnaise to taste
- lettuce (optional)

FOR THE VETKOEK

- 2 cups cake flour
- 1 tablespoon sugar
- 2 teaspoons baking powder
- a pinch of salt
- 1 cup warm water
- 2 eggs, beaten
- oil for deep frying

Here's how

1 Make the vetkoek. Sift all the

dry ingredients into a mixing bowl. Stir the warm water through the mixture, followed by the eggs. Stir the batter well until it is smooth and sticky.

2 Heat oil in a large pot until hot. Use 2 heaped tablespoons of the batter per vetkoek and fry until golden brown and cooked. Remove the vetkoek and keep them warm in foil.

3 Squeeze the boerewors from its casing and mix with the cheese. Form patties that are as big as your vetkoek.

4 Heat a little oil in a pan and fry the patties until cooked. Cut the pepper into strips and fry until cooked. Serve the burger with the sweet pepper slices, a spoonful of mayonnaise and lettuce.

go! Drive & Camp says Yes, you can substitute the mayo with tomato sauce.



Vetkoek boerie burgers



Pesto pap balls

◉ PESTO PAP BALLS

Balls to the wall

Use cold leftover pap to make these appetisers you can serve as starters.

Ingredients

(enough for 4)

- 3 cups boiling water
- 1½ cups maize flour
- 1 cup grated cheddar
- salt and black pepper to taste
- 1 cup pesto (any flavour you like)
- oil to braai

Here's how

1 Boil the water in a saucepan and stir in the flour with a balloon whisk – it should form a smooth mix. Close the lid and

leave the porridge to steam on very low heat for 20 minutes. Allow to cool completely.

2 Stir in the cheese (once the porridge is cold) and season the mixture to taste with salt and black pepper.

3 Roll the mixture into balls the size of golf balls. Open the ball and place a teaspoon of pesto in the middle. Close up the ball and roll each one in a little maize flour.

4 Fry the balls in shallow oil until they're beautifully golden brown and warm right through. Serve immediately.

go! Drive & Camp says If you want to make the balls even more delicious, add fried bacon to the porridge.

📌 DATE, COCONUT AND TAHINI SQUARES

Sweet temptations

If you don't have a Tupperware full of date bars in the car, you can't call it a road trip!

Ingredients

(makes 25 squares)

- 1 cup (125 g) pitted dates, finely chopped
- ½ cup (125 g) golden syrup
- 4 tablespoons (60 g) tahini (or use peanut butter)
- 4 tablespoons (60 g) butter
- 4 cups Rice Crispies
- 2 cups dessicated coconut

Here's how

1 Heat the dates, golden syrup,

tahini and butter in a heavy-bottomed pot and stir until the mixture is melted. Keep the heat very low and stir it all the time. Stir in the Rice Crispies.

2 Line a square 18-20 cm dish with baking paper so the paper sticks out slightly over the edges.

3 Scrape the mixture into the dish and push down firmly with your fingers. Put the dish in the fridge for 2 hours.

Then cut it into squares and dip each into the coconut. Store the squares in an airtight container.

go! Drive & Camp says You can also replace the golden syrup with sugar.



Date, coconut and tahini squares



Chicken-and-peppadew wheels

📌 CHICKEN-AND-PEPPADEW WHEELS

Reinvent the wheel

All the flavours in these kebabs come together nicely.

Ingredients

(enough for 6)

- 800 g boneless and skinless chicken breasts
- 100 g salami
- ½ cup peppadews
- ½ cup pitted olives
- ¼ cup olive oil
- 4 tablespoons soy sauce
- 4 tablespoons balsamic vinegar
- 1 tablespoon honey
- ½ teaspoon paprika
- 1 teaspoon dry Italian herbs
- salt and black pepper to taste

Here's how

1 Slice the chicken breasts in strips of 3 cm wide. Butterfly and

flatten them with a rolling pin so the strips of meat are slightly thinner as they'll be rolled up.

2 Place a slice of salami, a peppadew and 1-2 olives on each chicken strip. Roll it up and thread onto a kebab stick – you can have 2-4 wheels on each stick.

3 Mix together the olive oil, soy sauce, balsamic vinegar, honey, paprika and herbs and baste the kebabs with half the sauce.

4 Braai the kebabs over medium hot coals until cooked. Remove from the heat, place in a serving dish and drizzle with the rest of the sauce. Serve with a crunchy green salad.

go! Drive & Camp says The chicken wheels can be made and frozen at home. Take the mixed basting sauce along in a separate container for a quick meal while camping.

IT'S NOT INSIDE, IT'S ON TOP

You don't have to worry about a trailer because you want to take a few extras along on vacation. Not when you've got a roof rack.

Text **Kyle Kock**

One issue that comes up often when we speak to off-road and leisure vehicle owners is that they could do with extra packing space, but maybe they don't want to have to lug around a little road trailer and worry about jack-knifing it when reversing.

There are a couple of items that really rob

you of utility room including gas bottles, Hi-Lift jacks and large tents. But a roof rack is a quick and efficient solution when you're short on garage space. We've compiled a few that can be fitted to your hatchback, station wagon, bakkie, SUV or trailer.

However, fitting a roof rack does not give you carte blanche to go crazy and just throw

everything on but the kitchen sink. There are limits, determined by the manufacturers, to how much weight you're allowed to carry on your roof.

They're usually found in your owner's manual, so be sure to consult with it first.



EKO ALUMINIUM ROOF RACK
Alloy there!

Better known for their range of aluminium canopies, Eko's entry into this list comes as something of a surprise. The rack consists mostly of aluminium – all welded together to form a truly strong box that can hold heavy loads.

Dimensions from 140 cm x 125 cm
Price from R6 100

go! Drive & Camp says You can opt to have yours with just the plain aluminium finish or powder coated.

THULE CANYON XT

All makes welcome

This rugged looking item can take a maximum load of 68 kg, but is the most affordable roof basket in the Thule range. The tapered sides makes loading and unloading easier. Wind noise is also kept to a minimum through the use of the wind fairing up front. Its versatile mountings are also compatible with most vehicles.

Dimensions 127 x 104 cm

Price R6 500 from Thule.

go! Drive & Camp says The Canyon can be extended by 51 cm if you opt for the Canyon Extension XT.



EEZI-AWN K9

Big dog

Drawing a parallel between the hardy African wild dog, one of the world's rarest carnivores and an endangered species, The K9 is the thinnest, strongest, and most functional and aerodynamic model available from Eezi-Awn yet. Four different track types are made with the K9, a universal slide in foot type model for most vehicles, a removable foot out model (which leaves just the tracks on the vehicle, one specific for the Ford Ranger T6 and one for the Toyota Hilux Revo.

Dimensions from 900 x 125 cm

Price from R4 300 from Eezi-Awn.

go! Drive & Camp says

It's competitively priced and applicable to a wide range of vehicles on the South African market. >

FRONT RUNNER SLIMLINE II

All-in-one

Everything you need to mount a Slimline II rack to canopies and even trailers are included with your kit, like feet and a wind deflector. There are fasteners to secure it to your canopy and Front Runner also recommends that you replace your existing track with stronger integrated Front Runner tracks. They come in multiple sizes, but if you order one tall enough, then you can also get an optional Front Runner table that slides in underneath.

Dimensions from 75 x 117 cm

Price From R5 175 from Front Runner

go! Drive & Camp says Front Runner's options list includes more than 50 items so you can really customise your rack.



THULE TRAIL ROOF BASKET

Bulky items welcome

The high sides of this unit make it ideal for larger items. It's made from aluminium, so despite its size it's quite light, tipping the scales at just 15 kg. The inner basket itself also features eyelets for extra tie-down points and the upper surface is covered in rubber to provide friction for longer items like surfboards.

Dimensions 160 x 100 cm

Price R12 500 from Thule.

go! Drive & Camp says Accessories for this model include a load net and Thule's Caravan luggage bag. There is also a smaller model available.

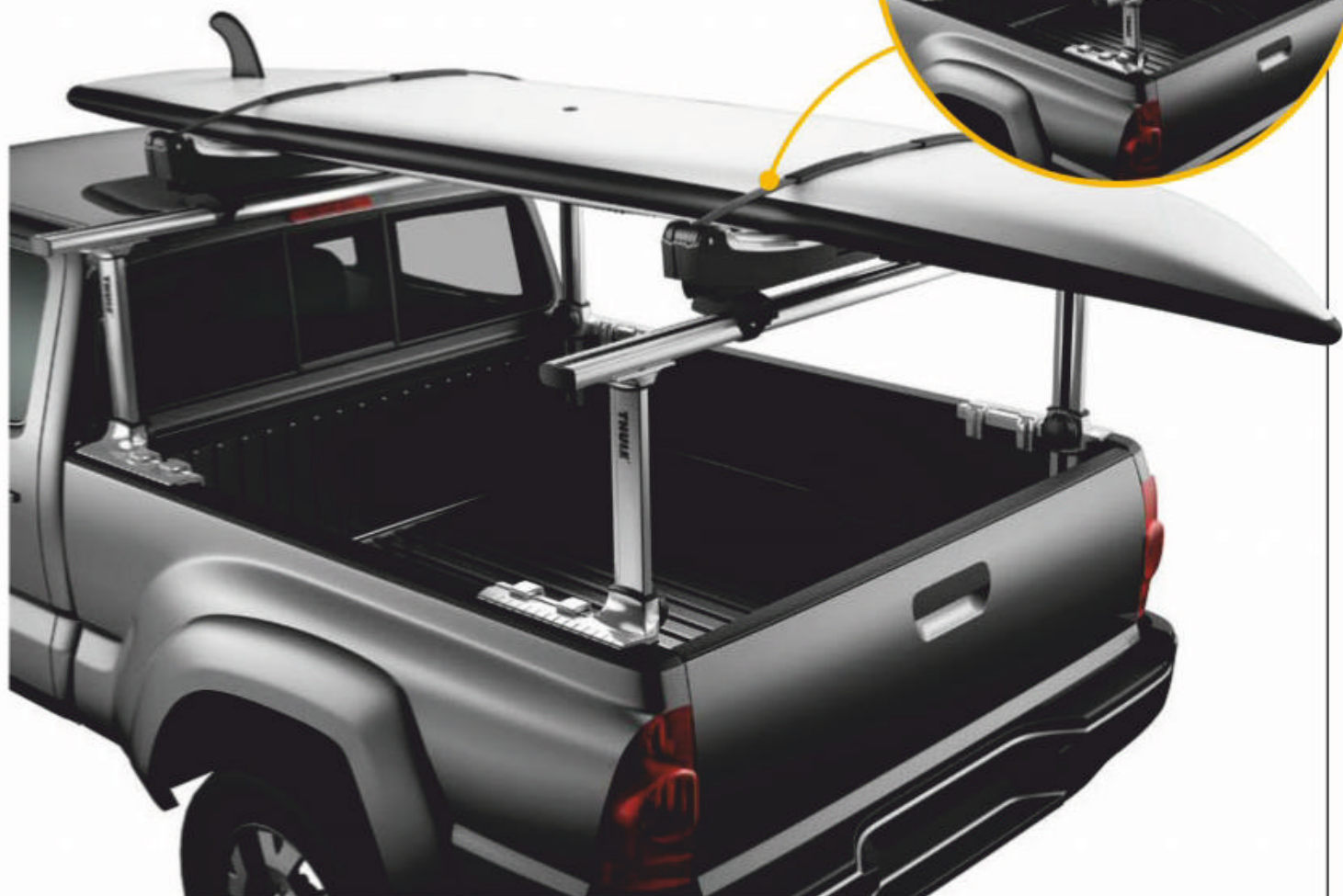
THULE XSPORTER PRO Pick-up lines

The unfortunate thing about fitting this one, which goes over your bakkie's load bay, is that you'll have to leave your tonneau cover behind. However, Thule claims that the Xsporter Pro can hold up to 200 kg when properly installed and the weight is distributed evenly. It looks slick, and Thule claims that it was optimised through wind tunnel testing so it creates minimal drag for your vehicle. Also, no holes need to be made in your load bay to fit it.

Dimensions from 40 x 180 cm

Price R10 000 from Thule

go! Drive & Camp says The bars are height adjustable so that you can load and carry different sized items.



RLD CANOPY ROOF RACK Dual design

Here's another canopy builder who's entered the realm of racks. RLD are known for their strong stainless steel designs.

The downside is that this is heavier than the aluminium options given here, but the RLD unit makes up for that with strength and durability.

Dimensions from 132 x 950 cm

Price from R5 500

go! Drive & Camp says You can choose between a deep dish basket to fit items like jerry cans, spare wheels, or a flat rack for tents.



GET THE PRODUCTS HERE

Eezi-Awn eezi-awn.com

Eko Aluminium Canopies ekoalucanopies.co.za

Front Runner frontrunneroutfitters.com

RLD Design rlddesign.co.za

Thule thule.com/en/za

Call the tent doctor!

We know that you do your utmost to look after your tent, an expensive camping investment that you only make once in a blue moon. In reality, though, accidents do happen. Don't buy a new tent just yet, you never know how close you might be to a fix.

Text and photos **Kyle Kock**

A year ago, Camp Boffin focused on how to maintain your tent, which included where to pitch, what not to put inside your tent, and how to apply a light coat of sealant, clean the fabric and correctly store your tent.

Those are the parameters within our control. However, despite the precautions we take, Murphy's Law sometimes dictates otherwise. Sometimes a thorny branch falls from a tree and rips a 10 cm scar down the front of your tent... right next to the door. Or

your overzealous teenager, who is rushing to get within range of the Wi-Fi, snaps a tent pole absentmindedly. Or maybe the zips have gotten rusty because someone forgot to air the tent at home after it rained at the campsite.

We called upon the expertise of Christys Tent and Canvas in Diep River, Cape Town, who shared some of the repair work they were up to. They don't only do repairs, but also plenty of custom canvas gear and new canvas tents and tent accessories.

1 Seeing the inside from the outside

You've mistakenly brushed past the tent with the axe you use for chopping wood, causing a tear. You don't have to call 10111. Yes, you've slipped up, but there is no need for despair. You also don't need to hope for clear skies and that the bugs aren't fond of your particular brand of foot odour.

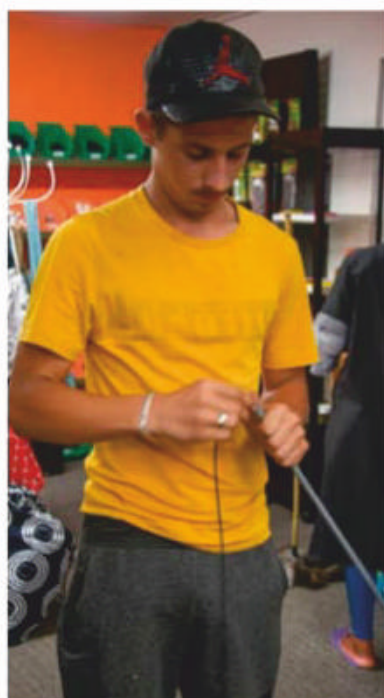
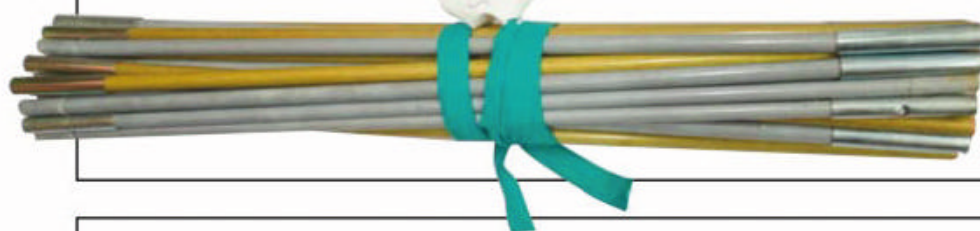
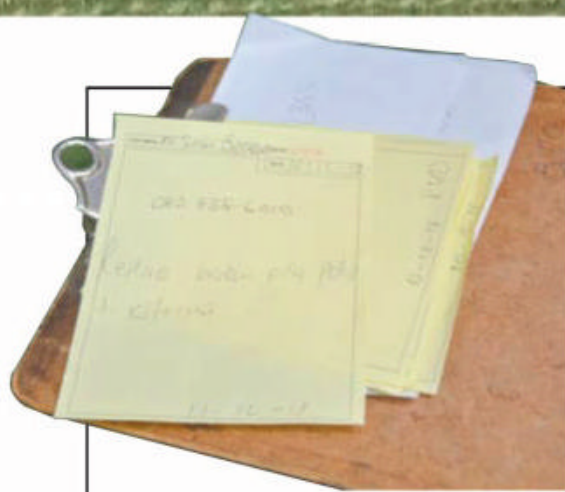
Depending on the type of tent and the size of the tear, this could mean something as simple as plastering on an adhesive-backed piece of nylon patch from an Oztrail Tent Repair Kit (available from Takealot for R100). If you're a budding seamstress, you could even patch it up properly using the rest of the items in the kit – the needle, thread and seam sealant.

Remember that the surface has to be dry, clean and free of debris before you try to patch it up on your own.

However, if you're like us and didn't do needlework at school or aren't a clothing machinist, then perhaps you need to take it in for repairs once you get home. Depending on the damage, the section may just be patched up and stitched. But if your tent was mauled, then an entire panel may have to be replaced.

In a workshop like the one at Christys, this can mean the difference between one and four hours. Obviously, if there's a window that needs to be inserted, the process will have to include more machine work and sealing.





2 One of the poles is bent out of shape

Depending on how securely you stow your tent away when you're not camping, your poles should be fairly safe, especially if you use the pole bag to roll up the tent. That means the poles will be fairly padded by the tent's fabric.

But the majority of the poles used in dome tents for example, are of the plastic or fibreglass variety, and can get brittle over time or, if bent a little bit too much after you've already matched up a length, just outright break.

At Christys they use three different types of materials to straighten out your poles; carbon fibre, plastic and wood with a carbon-fibre reinforced outer rim. We managed to find a set that was entirely replaced, but if the culprit is a single weak link, they might just replace the one – depending on how extensive your order.

The plus side is that this single broken pole can usually be easily fixed with some duct tape in the

campsite. With a few rotations around a split pole, the fix should hold long enough to last your camping trip. Just remember to not overdo the wrap because your poles still have to be able to fit through the eyelets to hold up your tent.

A set of replacement poles by Coghlan's can be purchased at Camp & Climb for R120. This particular set includes four 65 cm fibreglass poles with a 9,5 mm diameter. Some tents come with a repair sleeve that can be used as a quick fix too, but that's usually limited to just one. You can also buy replacement shock cords, which comes in different thicknesses, and depends entirely on how large the inside of the pole is. Just remember that you'll need to thread it through the replacement poles with a lead wire by yourself.

Or just call up the professionals, who'll be able to help you out within 30 minutes if they're not fully booked already. The carbon-reinforced ones are light, strong and should last long.

3 Sleeping under a waterfall

Unfortunately, there are a number of ways that the waterproofing on your tent might have been compromised, including prolonged exposure to particularly harsh UV rays, or even just that you asked your teenagers to wash the tent and they used a detergent solution that doesn't agree with the tent's carefully balanced chemistry.

If you're waking up in a pool, then it might just mean that you didn't have proper ventilation the night before and were simply a victim of severe condensation. First check that. If there's loose stitching around a particularly complicated section, or the seam has been stretched in opposite directions, then you might just have to apply a new coat of sealant to temporarily fix the situation. Remember that the surface has to be completely dry first.

If the seam has come apart quite dramatically then you could use the tent repair kit mentioned above to stitch a section closed and apply some sealant if the weather's going to be bad.

At Christys, a team of professionals takes your tent outside into the light to paint the waterproof coating on evenly. Or buy a resealing compound and apply it yourself – Christys sells a 5 l can of NuSeal for R400. >



4 The zips won't slide

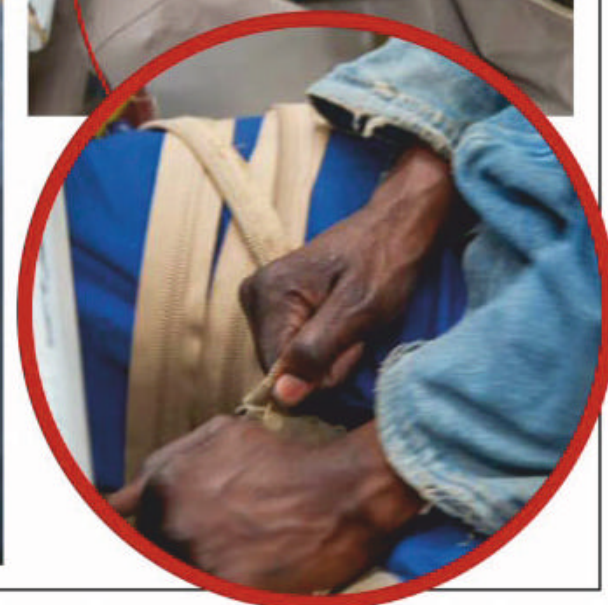
Fortunately for us, zips haven't changed much since they were patented more than 100 years ago. And the fairly basic principle means that the issues you're likely to encounter may well have a simple solution.

If the slider won't budge, and you've already checked that there isn't any fabric stuck in it, the next step would be to lubricate the teeth using the olive oil in your kitchen crate, a bar of soap, a candle or simply plain Vaseline (or any petroleum jelly).

Also check that there aren't any teeth that have been misaligned, which you can readjust using a pair of pliers. The mouth tail end of the zip slider might also have widened and you can use the same pair of pliers to narrow it a bit so you know each side of fabric is being pulled together properly.

If you've exhausted all of the above and your tent's door just isn't zipping closed anymore or has corroded, then you will need to have the entire strip replaced. Christys uses one of the world's largest suppliers of zips, YKK and one of the machinists can replace your zip system in less than a day.

go! Drive & Camp says You could, in theory, fix everything in your tent's bag on your own. And let's not forget that you might have to get creative when you're out camping. But when you get home, make a few calls and get your investment fixed as soon as possible by those who really know what they're doing. You won't regret it.



Try to not leave home without

A POLE-REPAIR KIT Especially helpful when your tent didn't come with its own repair sleeves. Some will include an extra length of shock cord as well as pole ends.

A ROLL OF DUCT TAPE This will secure most pieces that are moving when they shouldn't. It's the most believable tool in all of MacGyver's arsenal and works for the ordinary man as well. Wrap up your tent poles, cover small holes, and generally do it all.

A TENT-REPAIR KIT These usually include a few essentials like thread, needles, and patches. If your tent is in luminous orange or blue then don't expect to find matching patches though, as these usually come in khaki, army green or navy. You'll need experience with stitching though.

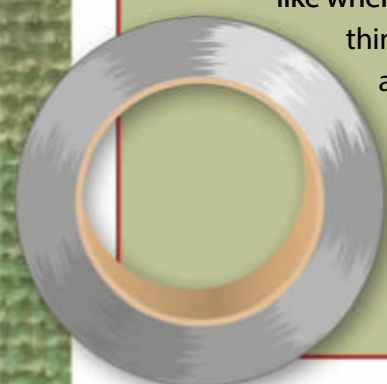
EXTRA GUY LINES You never know when these will come in handy, like when the wind picks up and you want to secure things a little more sturdily. They can also double as washing lines.

EXTRA TENT PEGS Tent pegs bend or grow legs when you least expect it. Keep a spare set stored in a different bag so you never come up short in the campsite.

ODDS AND ENDS You can fill a Ziploc bag with a few items that will come in handy including wedge cleats, dog bones, bow clips, buckles, awning pulleys, pole balls, spigots and pole clips. Christys stocks the plastic items from as little as R2 each, so you can get away with a lot for R100.

PLIERS The long nose and combination varieties. One of each will suffice, and they're good for tightly clinching bit of thread, zips and anything else you want to hold on to in a hurry.

SEAM SEALANT The easiest ones to carry around are of the spray-on variety. If you're unsure of the water-tightness of your tent then spray some around the joins inside and out once you've pitched it. Remember to do it while the weather's in your favour, because waiting for the rain to discover leaks means that the section that needs to be sealed will likely take quite long to dry. The kind in a spray can is most portable and easily applied.





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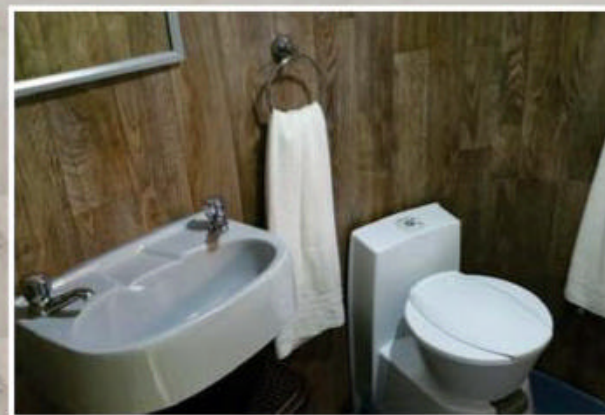
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Steel vs alloy

Nowadays, nearly all new vehicles are fitted with smart alloy wheels. So why do some people replace them with pressed steel rims?

Text **Cyril Klopper** Photos **Evan Naude & Piet van Heerde**

The debate around alloy vs steel is far from settled. Ask someone in a new BMW X5 and you'll hear all

about how old and ridiculous steel rims are. The dude driving a Land Cruiser 70 will tell you the exact opposite. So, what's the deal?

STEEL



ALLOY



Appearance

Alloy rims look better than steel ones, no doubt about it.

Some people may prefer the robust look of a pressed steel rim but in general alloys simply look nicer.

Due to the nature of the metal, you don't have many design choices for steel rims and many look alike.

You therefore won't be able to brag with your vehicle's fat tackies as there's a good chance someone else will have the same set of wheels.

On the other hand, you'll find all sorts of designs for alloy rims. Some are hideous, but leave a lasting impression, while others are neat but otherwise unremarkable.





Weight

One of the arguments put forward by alloy adherents is that alloy wheels weigh less than their steel counterparts. The advantage of lighter wheels is that they steer faster and help your vehicle accelerate quicker. But are quick steering and impressive acceleration important considerations for an off-roader? Not really, right?

Also keep in mind that off-road tyres weigh a lot anyway. The weight difference between an alloy rim shod with an off-road tyre to a steel rim with

the same tyre is therefore relatively minor.

The weight saving and subsequent fuel saving that alloys provide for a heavily laden off-roader en route to the Kruger National Park are easily undone by your supply of lazy aged steaks and beers.

What does count in alloy's favour is the lower unsprung weight, which is gentler on your vehicle's shock absorbers, making them more reliable and longer lasting.



Rust

A steel rim rusts pretty easily. You should check them regularly – and if you see a brown fleck, it is advisable to treat it immediately with sandpaper, an anti-corrosion agent and a new lick of paint or chrome.

Alloy doesn't rust easily, especially not the modern kind. Higher nickel content

resists rust, but these rims also have a protective layer that combats moisture, although it does wear off over time and the aluminium then oxidises. The oxidation appears as an unsightly white layer that you can also treat with sandpaper, chemicals and polish, but it's not easy to revive unless you spray-paint the alloy rims.

Durability

It's been said that alloy rims are stronger than steel, but this claim depends on the nickel-aluminium ratio in the alloy. The higher the nickel content, the stronger the rim, but the heavier it weighs. If you increase the aluminium content, you weaken the rim to save weight.

More nickel is also likely to make the alloy brittle, while more aluminium can cause rims to deform more easily.

Alloy rims may get pock-marked and, if you knock them against a rock, the outer edge of the rim may bend (or crack) and then air escapes from the tyre. This is not something you can fix in the veld, and you'll

have to take it to a specialist to find out if they can save the rim. If this happens with a steel rim, you can knock the dent straight with a hammer and re-inflate the tyre.

If the air pressure in a tyre is extremely low and your steel rim hits a rock so hard that the hub gets dented, you can still drive even if the wheel balance is ruined. Do the same to an alloy rim and it cracks like a hard-boiled egg and could lie in pieces just moments later.

For this reason, you can raise your vehicle by its steel rims with a high-lift jack – something you probably shouldn't try with most alloy wheels.



Price

Alloys are considerably more expensive than steel rims. You can expect to pay between R500 and R1 500 for a steel rim, but alloys will start at R2 000 and can get really pricey.

As mentioned earlier, you can fix a steel rim yourself in the

bush, but if you don't feel like dealing with it yourself, you can give the job to a metal worker in exchange for a couple of bucks.

Fixing an alloy rim can only be done by a specialist and the minimum fee will be around R300. >





Theft

Because steel rims are relatively cheap, a thief won't waste his time on them. Why would he run the risk of being caught with something that has no significant demand? More expensive alloy wheel rims, on the other hand, are sought after.

You don't need to have sleepless nights for fear of someone stealing your expensive Dick Cepek wheels off your Prado though, because those 17x8.5/6x139.7 rims won't fit on a VW Golf.

And not many thieves are able to lift a tall, heavy off-roader onto a pile of bricks either. In short: a thief will rather steal alloys valued at R10 000 each

than steel ones costing less than R1 000, but the chances are relatively low that anyone would steal a 4x4 vehicle's rims, especially if there are more popular wheels to target in your neighbourhood.

Michelin's space wheel

The Tweel is an airless tyre that was patented by French manufacturer Michelin. This wheel has all the advantages of a tubeless tyre, but without any of its disadvantages.

The wheel consists of a rubber tyre tread that's glued to a polyurethane wheel. Aside from being puncture proof, the Tweel can carry more weight, brakes faster, gives a more comfortable ride and has virtually no lateral movement, which ensures excellent roadholding.

Why is this amazing wheel not fitted to every vehicle? The Tweel's popularity lies with forklifts, lawnmowers and ATVs. The common thread is that these vehicles are all slow.

The Tweel is apparently noisy when you drive fast, but that's not an insurmountable problem and can be fixed. The stumbling block is rather that the regular inflatable tyre is deeply entrenched in the automotive industry. The Tweel would need new legislation, technicians at garages will need

Conclusion

There are many reasons why alloys are better than steel.

They don't get as hot as steel, they weigh less, they look more beautiful and they don't rust easily.

All these considerations

are important, yes, but the simplicity and reliability of steel rims trump all the benefits of alloy.

Armies and world travellers don't rely on steel rims for nothing.



to get training and patent laws would have to allow other tyre manufacturers to make a similar product – otherwise Michelin would have an unfair monopoly.

Regardless, Michelin is totally happy to carry on manufacturing inflatable tyres, safe in the knowledge that the Tweel patent is secure.

The American space agency,

NASA, uses the Tweel patent for its Mars rovers, and according to Michelin, it's aiming to put these airless tires on future autonomous electric vehicles. This would apparently reduce operating costs for self-driving car operators, eliminating the need for someone to know how to change a tyre.

Viva the future, viva the wheel!



ASK THE PROFESSOR

Do you have a dilemma for the 4x4 professor? Do you wonder, for example, whether your off-roader needs to be retested after adding a bullbar? Is there any legislation that determines the maximum weight on your roof rack? If the professor doesn't have the answer, we ask an expert. Send emails to editor@driveout.co.za

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Resort Guide 2019



WINNING PHOTO

When nature brags

What you see is not always reflected in the photo you take.
But that's not necessarily a bad thing.

Upper lip hair

When he's not earning his bread and butter as a real estate agent, Dries Dreyer from Theresa Park in Pretoria packs his bags to explore the rest of southern Africa.

"We were part of a tour driving Hunter's Road up to Kasane in Botswana. The guys were quite skeptical about my Hyundai ix35 and the Skipper Ranger I towed. But my towing combination did well and we made it into the Chobe Reserve. There we took an aluminium boat to the Sedudu

Island – and that's where I took this photo. I find the fine detail – such as the hair next to the tusk – striking and interesting."

Although it's in colour, Dries's photo is basically monochromatic, and because there is no colour, the overall picture largely depends on specific details and composition.

The elephant is so close, it almost feels as if he's pushing his tusk right in your eye. One expects such a photo from photographers with long lenses,

Fujifilm FinePix HS 10; focus depth 126 mm; 1/250th of a second; f5,6; ISO 400.

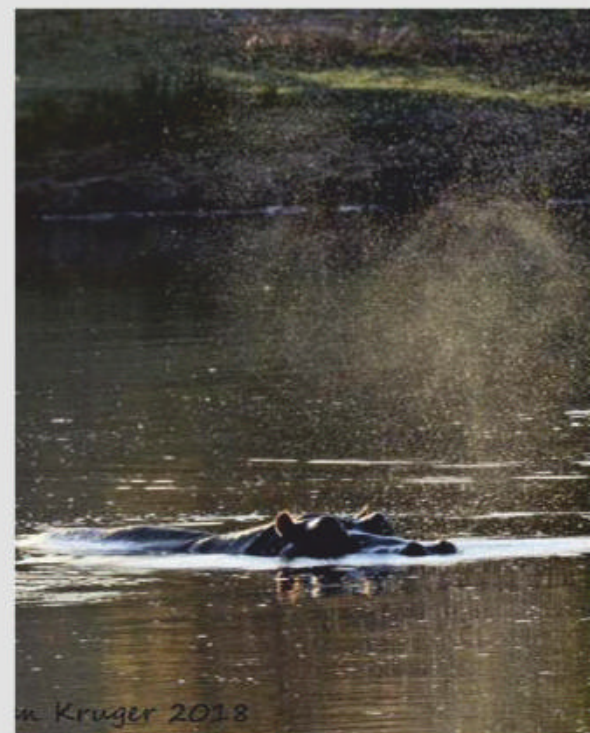
but Dries shows here that you can also take a striking picture with more modest gear.

At first glance, it looks like a photo of only an elephant tusk. The tusk is the focal point, but thanks to the rest of the detail, other elements strike you. The diagonal line from bottom left to top right cuts the picture in half. It automatically takes care of depth – a clever composition element

Time for a breather

He works as a photo safari guide close to the Kruger National Park and is always looking for something special to shoot, says Stefan Kruger of White River.

"I received a request from guests to search for hippos to photograph in the early morning light. The idea was to get them as they lifted themselves from the water and exhaled – so that you could see that ball of spray in the low light. We found these two hippos in the Mbali Dam and got ready to press the shutter. Of course, you adjust all your settings before the shot so you don't miss the photo. This was the best frame of the 15 I took."



that goes right through the focal point. It is also on this line where you see the hair Dries mentions.

Other than the hair, the wrinkles in the skin provide further depth.

When you look closer, you'll see the small spots on the elephant's skin. This probably isn't something you'd normally notice, but thanks to Dries's picture you can once again appreciate the beauty of nature.

In contrast to Elma's photo, the opposite is the case with Stefan's lighting here.

With all the dark in the background, a light metre on a general setting would have made the picture lighter and it would have been blown out.

As Stefan explains, he made the adjustments so he could capture the scene as they saw it with the naked eye. Had the photo been too light, the whole cloud of spray would have been invisible, and that's exactly what anchors the photo.

Nikon D5100; Tamron
70-200 mm f2,8-lens;
1/400th of a second; f4



Berry nice...

When they travel, her camera strap is always around her neck, says Elma Gough from Pretoria.

Elma sent in has only two colours: black and blue. From an artistic point of view, the picture would not have nearly as much impact if it wasn't a silhouette. Because Elma doesn't fiddle with the camera settings, these light conditions fooled the light metre that didn't realise the larger space in the picture is actually lighter. The light metre wrongly compensates for this and the image, as a faithful image of what is in front of the lens, appears too dark.

But with the camera's error, the picture changes from just a grey loerie in a tree to an artwork with lines, shapes and composition. Elma uses the rule of third composition and all the negative spaces – the blue on the right and under the bird – balance neatly with the black on the picture.

And when you get closer, you actually see a berry in his mouth, just that final touch of detail.

Nikon D5300; 70-300 mm lens at
135 mm (202 mm in 35 mm format);
1/600; f7,1; ISO 400

SEND 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, like 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. **DRIES DREYER** wins a Camp Cover camera bag to the value of R520 – congratulations!

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

"We camped at Dube near Brits in April 2018, a place with a wealth of animal life. This is where I shot this grey loerie. I don't touch my camera's settings and use auto mode, so it's a matter of taking the photo and hoping for the best. I also don't edit my photos afterwards on computer, except to sometimes crop them. When you zoom in on this picture, you can see a berry in the grey loerie's beak."

Just as with Dries's photo, this one



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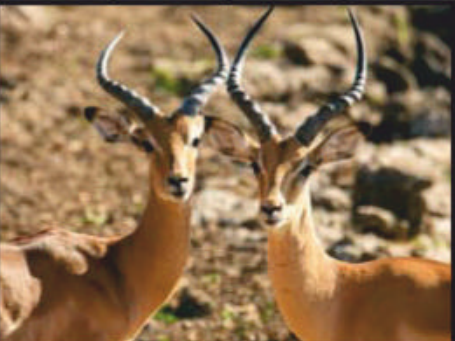
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CROSSWORD

Congratulations to **Susan Visser** from Jeffreys Bay. You have won a **Camp Cover Lunch Box cooler** worth R290 for your correct entry in the December 2018 crossword competition. If you also want to win, complete the crossword, take a picture, and e-mail it to drivecamp@gomag.co.za. Please include your contact details. Or complete it online at <https://bit.ly/2LIYqG3>. The solution to last month's crossword is on p.126.

		Type of holiday accommodation	After hours (abbr)	Edition (abbr)	Own (up)	National Park in Zimbabwe		
				Street				
				Fashion				
		Office Hours (abbr)		Post script (abbr)		Spike		
				Change		Alpine song		
Lively	Range	To and ...	Literary work			Before	Advantage	
	Frozen water	Pancreatic hormone	Give off			Insect egg	Currency in Belgium	
					Dish cleaners			
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Expert						Settled		
		Skewer			Verse writer		Regarding	
		Lead (symbol)			Burden			
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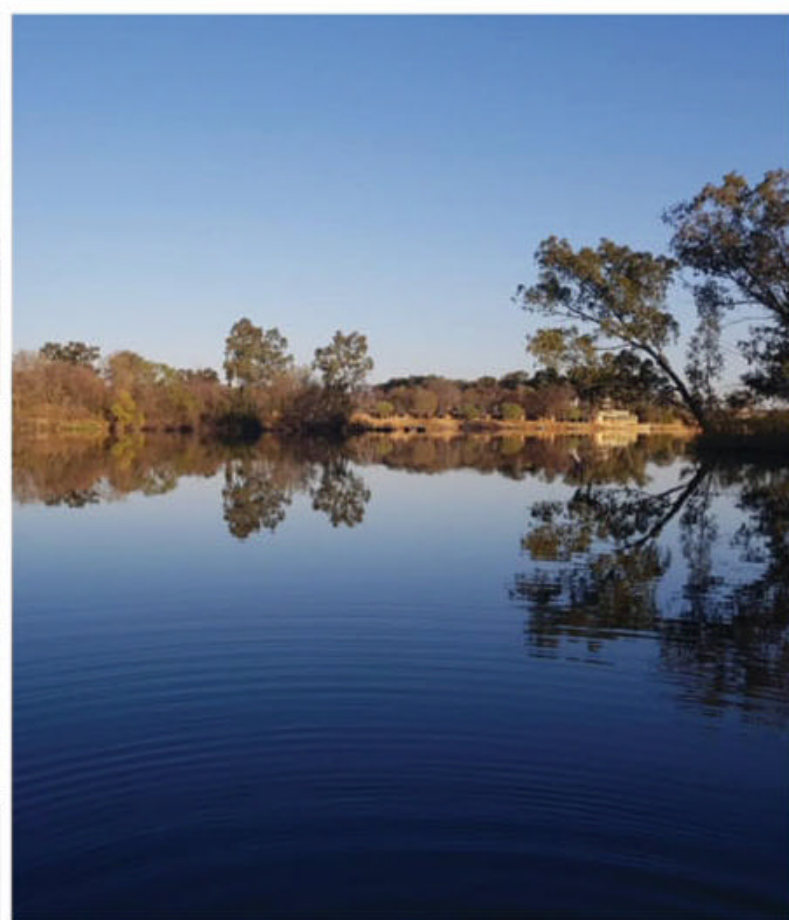
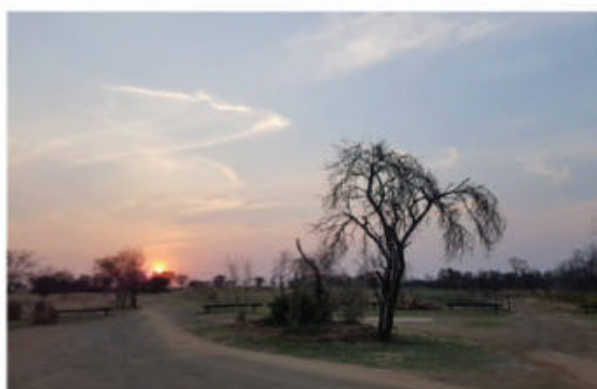
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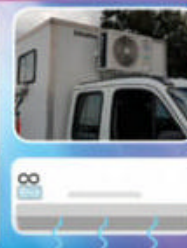
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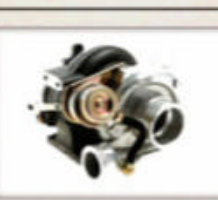
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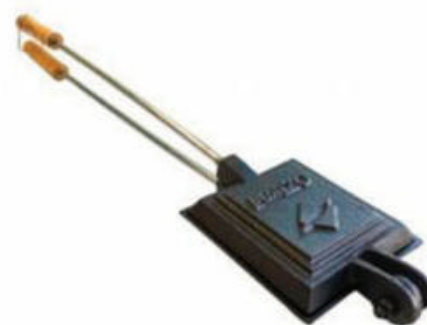
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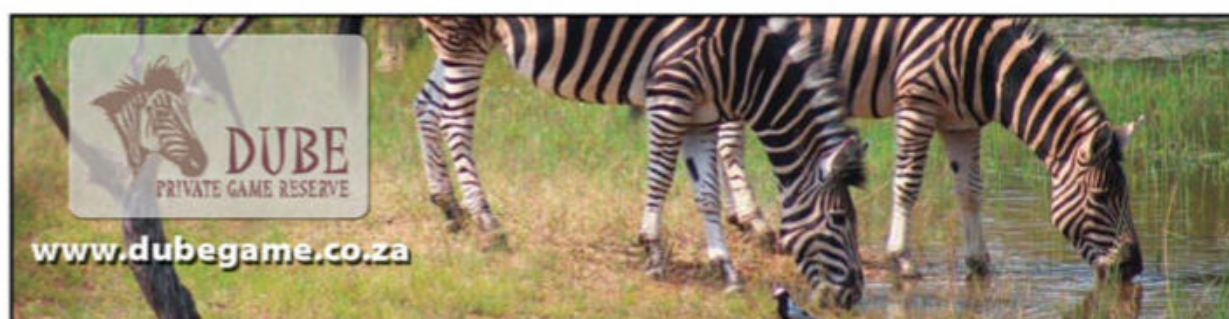
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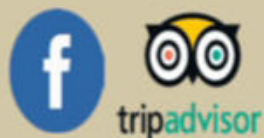
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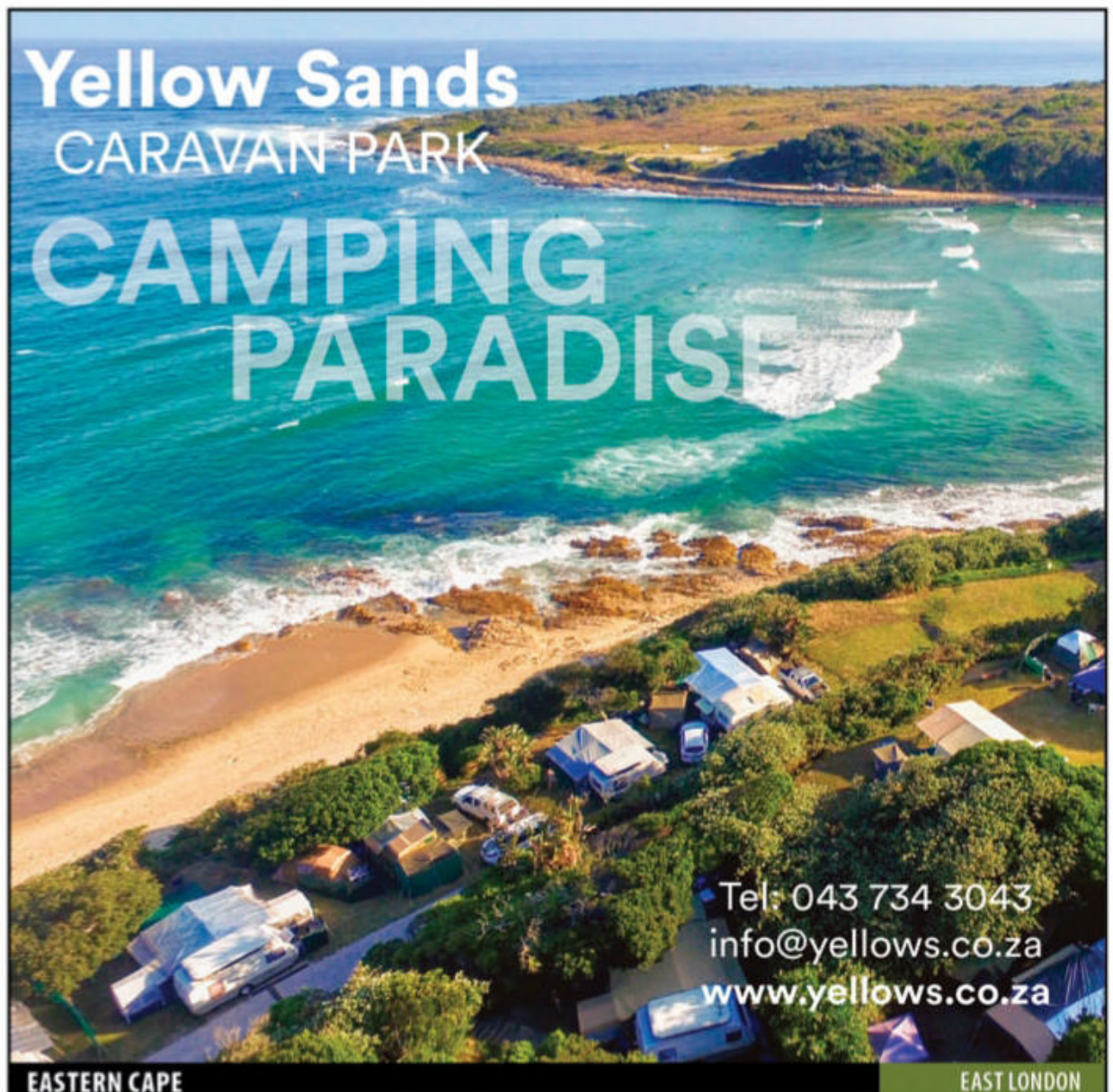
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Welcome to tomorrow

New vehicles have a boatload of touchscreens and sensors, but Cyril Kloppe questions whether those gadgets will still function in 30 years' time.

It is the year 2049, February, and it's raining heavily in Cape Town. The weather forecasts have gotten it wrong as usual. Or perhaps it's the weather patterns that are getting increasingly chaotic each passing year.

Pedestrians take shelter under the balconies and overhangs of tall office buildings, lit by flickering neon signs in the otherwise grey late afternoon light. I pull my jacket's collar tightly around my neck, stagger across Patricia de Lille Street and pick a shortcut through the China bazaar's parking lot.

I remember when the China bazaar used to be the Artscape Theatre Centre. Back then, this parking lot was a broad square with well-dressed theatregoers on their way to see John Kani's latest play. It feels like a lifetime ago, and the surreal statues and pruned trees have been replaced by rows of second-hand vehicles and an autonomous bus stop.

The market for second-hand vehicles is still going strong in Africa, despite the world's (and especially Europe's) insistence that all old and unsafe vehicles should be banned.

Within the China bazaar there is a kind of organised chaos. The dirty marble floor is being trampled by hundreds of people milling between the shops and stalls, all looking for yesteryear's gadgets. There's even a stall selling turntables. Who knew vinyl would still be a thing?

Most people, however, get their music through Callista, that incorporeal artificial intelligence that lives in the ether and covertly controls our society. At a radio stall, dozens of brightly coloured

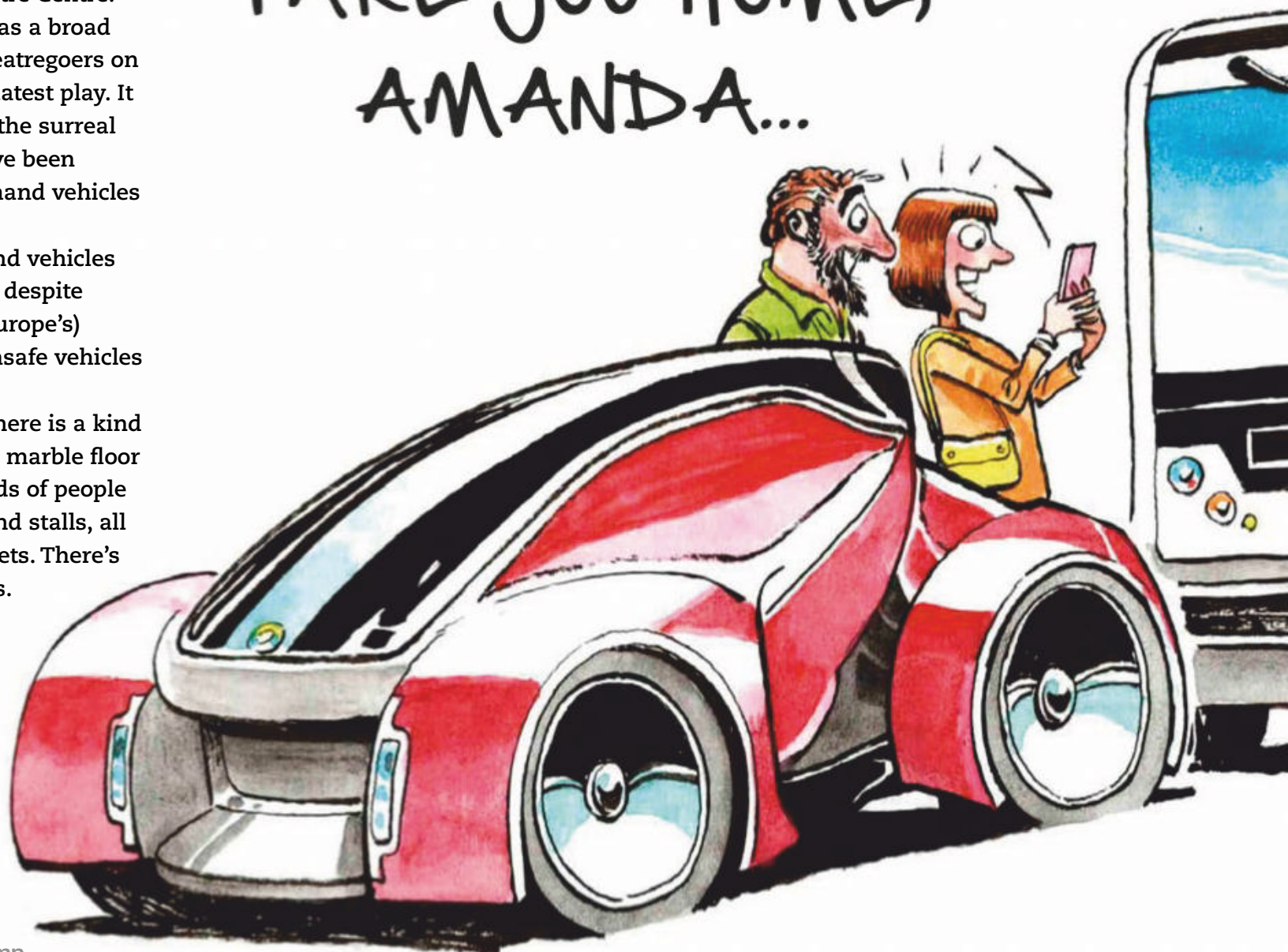
cardboard boxes line the shelves behind a tech trader. Each box shows a picture of an old car's dashboard.

I'm here to buy a new touchscreen for my 2021 model Mitsubishi Pajero. It's an ancient jalopy measured by today's standards, but I've always liked them. My Pajero's touchscreen gave up the ghost last week and I can no longer adjust the

air-con. This may sound like a trivial concern, but in the 2021 model, nearly all the physical buttons were replaced by the touchscreen, and the damn air-con is now stuck on 28 °C. It won't help to contact Mitsubishi as they no longer manufacture touchscreens. Actually, they don't even build cars anymore.

This is a common type of problem with

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vehicles built between 2000 and 2030: car manufacturers used to put all kinds of gadgets in cars without any thought to ever updating the software. That's how they forced you to buy a new vehicle every five years when the gadgets failed, or go to a service centre where technicians could "repair" them with special laptops – at a premium, of course.

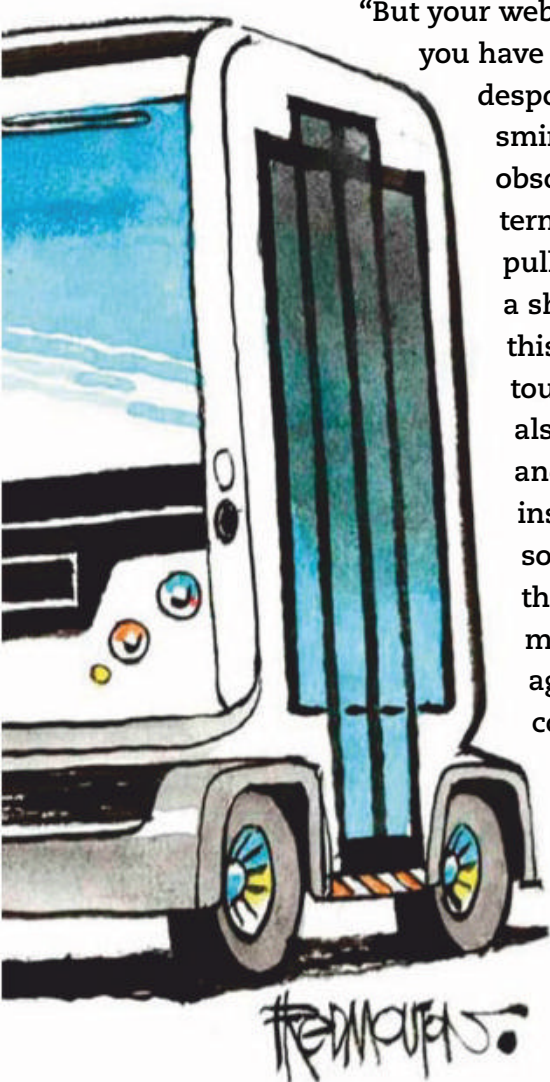
This short-sighted pursuit of profit led many people to eschew new cars. Ownership of private new vehicles also declined dramatically after the earth's climate, and consequently the economy, declined into chaos. Vehicles suddenly became unaffordable and the final nail in the private-vehicle coffin was the birth of AI, such as Callista, who took over public transport systems.

More than 90% of commuters use Uber or Callista's autonomous vehicles – no-one dares to mention what happened to the minibus taxis. It's only contractors and people like me who live out in the sticks who own and drive private vehicles.

The tech trader clears his throat and I shake off my glum thoughts. "I'm looking for a touchscreen for my 2021 Mitsubishi Pajero," I say, while scanning the shelves behind him.

"None left," comes his terse reply.

"But your website shows you have stock," I say despondently. He smirks at my obsolete internet terminology and pulls a box from a shelf. "Take this Genesis touchscreen. It's also 12 inches and you can install Mitsubishi software." I tap the corner of my smartphone against his to conclude the



transaction and leave the China bazaar with the cardboard box under my arm.

It's dark outside. The rainfall has subsided, and I aim for Adderley Street to buy a take-away before returning to my house in Hopefield. Autonomous electric buses whirr by on the wet city streets; their near-silent electric engines augmented with hidden loudspeakers that broadcast fake engine sounds, so that pedestrians are alerted when they approach.

More than 90% of commuters use Uber or Callista's autonomous vehicles – no-one dares to mention what happened to the minibus taxis.

ON THE CORNER of DF Malan and Zackie Achmat streets I spot a new Jaguar Chennai. It's somewhat unusual to see a private vehicle, especially a new one, in the CBD. An irate woman kicks a wheel, turns around and leans with her back against the door, looking thoroughly annoyed. "Everything okay?" I enquire. She looks at me with suspicion, but then her demeanour softens.

"I can't get into my car," she replies. We stand next to each other, staring at the unresponsive vehicle. I want to tell her to pull the metal key from the remote control fob to override the central locking system, but this car has no door locks. "Does your smartphone recognise the car?" I ask. She points at the screen and everything looks OK. "It won't scan my face or fingerprints. Callista checked the car's neural network, but she can't find the error."

Moments later, an empty autonomous vehicle pulls up behind us and Callista's breathy voice whispers through the woman's smartphone: "I am here to take you home, Amanda. Tata-Jaguar will deliver a replacement vehicle in the morning."

So, that's the way it is. If something breaks, it gets replaced rather than repaired. If you require help, a machine comes to your rescue.

ON THE N7, driving home to Hopefield in the dark, I think of Amanda and her

Jaguar that wouldn't acknowledge her, and Callista who assisted her better than I could.

The Pajero's V6 engine burbles contentedly as I pass a convoy of silent autonomous vehicles in the left lane. The convoy is programmed to follow the lead vehicle, mere centimetres between each other, and maintain a "safe" speed of 100 km/h. The occupants' expressionless faces are illuminated by the glow of their phones. They are watching movies selected by Callista and reading news reports written by Callista.

I'm sure these people are content. They don't have to search for spare parts for their vintage vehicles or worry about car payments. They have no liabilities that hold them back and they're not challenged by unpleasant news. They are probably oblivious of the scientists desperately trying to save our climate.

My Pajero's windows are down so the air-con's hot air can escape. I'm still sweating though – the rain didn't reach the Swartland. An electronic road sign next to the highway instructs me to save water and announces that the mercury will hit 40, again.

When I install the Chinese touchscreen tomorrow, chances are good it won't have updated maps on the satnav and there will probably be spelling errors like "Check tire presser" on the screen, but that's fine, as long as I can lower the temperature inside my car.

It's certainly not cheap to maintain an old Pajero, but mechanically speaking, it's pretty reliable – nothing that Gerald, Hopefield's mechanic, can't fix. I only have to visit the China bazaar occasionally to buy a replacement gadget.

Then I think of my first car: a 1988 Volkswagen Jetta that used to be my mother's. As a penniless student, I was able to change the oil and spark plugs myself. And if the driver's door wouldn't unlock (which sometimes happened), I could open the central locking system from the passenger's side. It had no digital touchscreen that would break down, and when a door lock knob vibrated out (which happened frequently), I could replace it with any generic screw-in pin.

My Pajero – faulty gadgets and all – belongs to me completely. And just like that unreliable Jetta I used to own, no artificial intelligence has any sway over it, and that suits me fine.



They've camped with it for more than 44 years, but **Piet and Hanneljie Dunn** from Magaliesburg have finally let go of the only caravan they've ever owned.



“ We purchased our Jurgens 580B Deluxe caravan from Kennis Caravans in Roodepoort in 1974 for the princely sum of R2 580 and have camped up, down and across South Africa with it. We visited all nine provinces and reached as far south as Cape Agulhas and as far north as Tshipise. We even got to venture to Namibia on occasion and managed to see the Fish River Canyon and the Etosha National Park.

Our first towing vehicle was a Chevrolet Constantia that we hitched the Jurgens to for seven years. Then we used a Ford Cortina 3.0 bakkie for nine years, which was replaced with another vehicle from the same manufacturer, the Fairmont GT – from which we got four years of towing service. We then went with an Audi 500 for the next 14 years, before settling on a Toyota Hilux 3.0 KZ-TE for the final decade.

My wife and I are now 82 and 80 years old respectively and have finally decided that we've had a good run with the 580B, having been able to take our children camping when they were still at school and afterwards our grandchildren as well. After our last camping trip to the Kruger Park last year, we decided to sell the caravan.

The 580B Deluxe still has the original cover and even has an old map of Southern Africa printed into the table top, with another table top in the tail that features a printed tablecloth.

The people at Kennis agreed to buy back the caravan for R30 000 – what a great investment. Is there anybody who has camped with the same caravan for 44 years, or is this one for the record books?”



Have you spotted any whacky wheels on your travels? Tell us about it and send a photo to drivecamp@gomag.co.za or go! Drive & Camp, PO Box 740, Cape Town 8000. 📷



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