

#5

go!

6 RECIPES FOR MOMMY'S LITTLE HELPERS

DECEMBER 2017 | ISSUE 5

Drive & Camp

BULL RUN 2017

Old cars, lots of dust and tons of fun

In convoy through
the **Caprivi**

ECHO CHOBE

Small dog,
big bite

Northern Cape calling

Let Augrabies and Springbok surprise you

Red, white or blue What your car's colour says about you p. 110



FIRST IMPRESSION

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TOYOTA

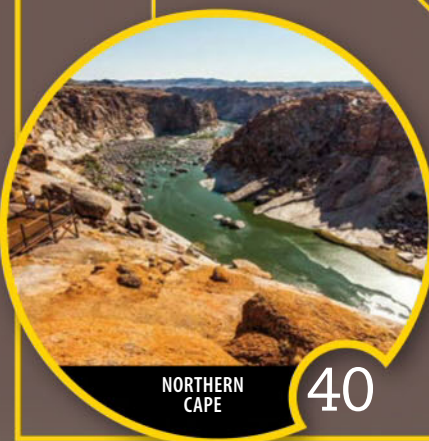
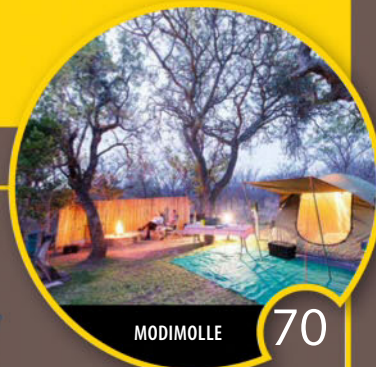
LEAD THE WAY

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DUST & DRIFTING



40

There's no excuse if you haven't yet been to Springbok and Augrabies. Two lovely campsites await.

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Enjoy your break



Is it just me who was caught off-guard by the Christmas decorations and Boney M soundtrack in shopping centres? I can't believe 2017 is almost a thing of the past. It feels like just the other day when we lifted our bubbly-filled glasses and belted out *Auld Lang Syne*.

You've probably also had your work year-end function already. Hopefully you won't be known as "Breakdance Botha" for the foreseeable future...

But truth be told, no one can really blame you for letting off a little steam. It was a busy and hectic year packed with new challenges. At *go! Drive & Camp* we headed in a new direction by combining two magazines into one. Sadly, we had to say goodbye to a few old friends, but we also made a lot of new ones.

We covered our county from coast to coast and visited our neighbouring countries to look for the newest and best 4x4 routes, campsites, caravans and cars. Cyril even flew all the way to South America to get behind the wheel of the

Mercedes-Benz X-Class. Read more about it on p. 26.

But now it's time to relax. I hope the deposit is paid, the SUV is serviced, the trailer is loaded and your Roadtrip Tunes playlist is updated. Take a week or three off and try to forget about the endless challenges of your everyday life. This is what summer holidays are there for. Go swim in the ocean, relax next to the campfire, sleep in and eat ice cream for breakfast. Play with your kids and grandkids, spend time with your friends and family and don't forget to tell your grandparents that you love them.

Because next year will bring its own challenges and it will probably fly by even quicker. And before you know it, you'll once again be standing with bubbly in your hands while singing *Auld Lang Syne*.

Safe travels!

Schalk

EDITOR

schalk.jonker@media24.com

You sometimes get the impression that your status is determined by that number – your mileage per litre...

p.66



Cover photos Leon Botha (Augrabies) and Daimler AG

go!
Drive & Camp

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We'd love to hear what you've got to say! Write to us at *go! Drive & Camp*, PO Box 740, Cape Town 8000 or drivecamp@gomag.co.za. Please remember to provide your full address and contact details. *go! Drive & Camp* reserves the right to edit and shorten letters – and publish it at their discretion in the magazine, on the website and elsewhere.



Samaritans by the roadside

Almost 50 years ago, in 1969, we started camping with a small Tour-a-Way caravan. After a wealth of memories, we retired at the same time as the caravan. Currently, we're towing a Gypsy Regal from the late 90s.

Recently we were at Cape Vidal, one of our favourite camping spots. After a wonderful time we head for home.

But then, near Mkuze, about 70km before Pongola, we hear a horrible grinding noise from behind. Hans looks in the rear-view mirror and sees the A-frame of the caravan has broken and its nose is now dragging on the ground. The one arm of the A-frame is bent and the other one



has snapped right off. So we stop, right by the gate of a private nature reserve as it happens. The owner drives past, checks us out and sends a mechanic to help us.

Right there, by the roadside, the man welds the A-frame together and at dusk we're able to carry on.

This incident made us realise yet again that our country has some really wonderful people.

MARTIE AND HANS GROENEWALD
Modimolle



Knitting needle to the rescue

It's not every day that the tip of a knitting needle saves your holiday in Namibia. We spent two years planning the trip, postponed it a year to suit everyone, and then we were off.

On the fifth day of the tour, on the way to Swakopmund from Solitaire, we drive over the Kuiseb Pass. The first part is very steep, and the Land Rover Defender is heavily loaded and is towing a trailer to boot.

Just before the start of the pass, I pull over to test the brakes, as always. Just as well, because they don't work! Ria, my wife, is shocked and silent. Our grandson Luan (12) is also there and says, upset: "Grandpa, please don't lie to us..."

The brake fluid is leaking over the right-hand rear wheel and it looks as if the brake fluid pipe got hit by a stone. I can't stop the leak - so much so that I have to use my emergency brake fluid. (It would later take a full 2ℓ). Some of our friends drive the 45km to Solitaire for even more fluid. That's also where someone gives them the advice to push a stick into the pipe.

And so one of our group, Cheryl Schmidt, gets a smart idea. The women were knitting while the men were driving. Why, she asks, don't we try a knitting needle? We cut off one of the tips and place it into the hole where the brake pads are screwed in. That's how we seal this wheel's brake fluid supply and are still able to depend on the other three.

We arrive safely in Swakopmund... and the Landie boasts a new name: Knitting needle.

TOMMY BLATHERWICK
Cape Town



Winning letter

Martie and Hans win a Coleman Fast-Pitch Instant Cabin 4 tent worth R2 999. Setup is done in less than 60 seconds, and the tent part hangs on an outer steel frame with a rainfly that fits on top. The fabric is flame retardant and has been

treated to protect against UV rays. It's big enough for a family of four, but is small (99 x 22 x 22cm) and takes up little space in the boot. It weighs a modest 7,5 kg. Get the FastPitch at Takealot and Makro.





4x4 owners gladly help

We recently visited the Kgalagadi Transfrontier Park with our modest camper van.

The camper is built on the chassis of a Toyota Stallion, which is why it's not a 4x4. We were more than a little nervous of the sandy sections between Twee Rivieren and Mata-Mata. Although we've been through there years before without any problem, this time the sand was just too thick and loose and so we got stuck.

A guy drives by in his new Toyota Prado and stops. Unfortunately, I can't

remember his surname, but his name was Deon, and he immediately offered to help. In fact, a little further he had to help some more when we got stuck again. Thanks to Deon and the other 4x4 guys who helped everyone.

So here's our advice for people who want to visit the Kgalagadi with a vehicle like ours: definitely go, because there are a lot of visitors with 4x4s who gladly help – thank you again!

JAPIE AND NORA KRUGER
Strand



DOUBLE STOREY

I would like to share a photo of my father-in-law, Frans de Necker, who built his own "roof tent" on a Volkswagen Kombi. The photograph was taken in Letaba in the Kruger National Park in 1958. This Kombi was the De Necker family's first bus.

Dad lived in Winburg in the Free State where he was a woodwork teacher. In this picture you can see how beautifully his tent fits on the Kombi. It consisted of a steel framework and was, as Dad would say, "12 feet by 4 feet 8 inches". The tent's four corners were supported by the Kombi's

buffers and in the centre by the roof gutter. The frame had three steel hoops, each attached to the lower frame with a wing nut. The whole affair folded down when you had to drive – over the luggage on the roof.

The tent canvas was made to fit neatly over the frame, and the door was at the back, which you got to by climbing the steel ladder. Two beds fit inside: a single and a double bed.

The two daughters, Bessie (my wife) and Ida, could pitch the tent and take it down within two minutes and the De Neckers toured widely with this Kombi.

HELGAARD RAUBENHEIMER
Cape Town



Our neighbours can handle your normal caravan

Ockie and Poppie van Schalkwyk's letter in the September issue, who toured Namibia with their little Sherpa caravan, caught my eye.

We just got back from a two-month tour of Namibia. We also stopped over in Botswana and drove all of 13 000 km. We tow a Jurgens

Expo with our Ford Ranger 2.2 (4x4) and had no problems in these two beautiful countries. Namibia's tarred roads are excellent and Botswana's aren't too shabby either.

Where we had no choice but to take a gravel road, we removed the caravan at the nearest caravan park and left it there for a

minimal fee. Then we took our two-man tent and carried on.

We'd like to encourage people with ordinary caravans to visit these countries, as it is both possible and worthwhile.

JIM AND GAIL HAWKINS
Hillcrest

Tweaking your 4x4's brain



Have you had a negative or positive experience chip-tuning your 4x4 or towing vehicle? Has your motor and gearbox been able to handle the extra power and torque? Has it improved your towing capabilities?



Dion Du Plessis

I had my Hilux chipped and the exhaust done. It was worth every cent. If it's done by a professional you can go on adventures with peace of mind. If you change anything on your vehicle, your warranty is voided. Read the fine print. Even if it's just an LED cabin light. So decide what you really want. Buy a vehicle that doesn't require having a back-up technician on speed dial.



Philip Pretorius

Yes. I have to say it works really well but fuel consumption is the same.



Hugo Roslee

I had it done to my Isuzu 2.5 D-Teq. It was great from the very beginning. Lots of power, and although the diesel consumption hasn't really improved, it goes off like a bomb.



Andries Kirsten

I had my Fortuner chipped. The added power was great, but after 35 000 km the turbo began to give trouble and the automatic transmission began to shudder when towing. I had to get rid of it. Now I'm a bit cautious. I now drive a Ranger and its output is the same as the Fortuner when it was chipped.



Ruan Verster

I had one in my 2.7 Hilux. Also had the "limp mode" issue. It had to be remapped on a dyno to rectify the problem. Apparently after each service or after a certain amount of kilometres it has to be remapped. The chip is great, apart from the inconvenience.



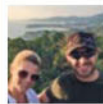
Johan Snyman

I also had it done and won't do it again. Fuel consumption was improved but there was not much of a jump in power on my 3.0 diesel.



David Kruger

I had two Mitsubishi Colts that I had done. Both of them V6. I definitely experienced improved fuel consumption but not so much to justify the issue. But, and this was where the addition was justified, the towing experience was vastly improved and well worth the effort. You need to work a lot less from the driver's seat because the torque curve was flatter and situated lower in the rev range.



Geoff Craig

I chipped my 2009 Fortuner 3.0 D4D 4x4 about 30 months ago and also fitted a 76 mm free-flow exhaust. I'm very chuffed with the extra power (24 kW and 80 Nm extra). It makes towing so much better, especially when overtaking and on uphill sections.



Johan Duvenhage

Did that. Never again. There was considerably more power, but the diesel consumption remained the same. And the engine started giving problems – it cut out sometimes or went into "limp mode". The chip messes with the car's computer. Not again, thanks.



Rinus de la Rie

I had it done on my GWM Hover. The stage one conversion was done at Steve's Auto Clinic. After 35 000 km, I still enjoy the power and improved towing ability. It's much better than standard and lighter on fuel.



Gerhard Besselsen

I had it done on my Isuzu 300 D-Teq. Amazing! I've completed 8 500 km on trips through Namibia and Botswana. No problems and lots of power. I'll always have it installed.



Ryk van Renen

Wonderful! Goes like the apocalypse is upon us and very light on fuel. I've already done 15 000 km.



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Handle with care

There are few things in life that compares to taking delivery of a new vehicle. This may not be the case for everyone but for petrolheads like us, it certainly is, says Mic van Zyl.

My trusty FJ Cruiser has served me well for the past four years, but company policy dictates a new vehicle.

The anticipation after ordering your new ride leading up to the day of delivery is very similar to the anticipation between getting a "yes" to that first date and the actual event. The new car smell, feel and ride is simply wonderful. It makes you wish you could keep it like that forever. Reality, however, is sadly different. That new car smell disappears over time as you become familiar with your vehicle. With the novelty gone, you're left with everyday vehicle ownership that could be a good or a bad experience.

Then, drive off sedately, without the use of full throttle to allow the engine to reach peak operating temperature.

Some of the factors affecting the pleasure of your vehicle ownership are beyond your control. Vehicle build quality, design integrity, and level of engineering are things that were determined without your input. Your choice of new vehicle may be influenced by feedback from current owners. The internet is full of these comments and opinions. Truth be told, there are very few poorly engineered vehicles available today, as long as you stick to the big, reputable brands.

THERE ARE, OF COURSE, a number of factors that affect

your new vehicle's reliability that are well within your control. The most important is maintenance at a reputable service centre. Only a fool would neglect to regularly service their vehicle and expect continued reliability. Care of operation is another important aspect. Vehicle abuse is certainly going to limit vehicle and component life.

There are two other facets of vehicle care that I have always held in high regard. The first is running in a new vehicle, and the second is letting it warm up in the morning before driving off. The advice I've gotten from a couple of experts that I've dealt with for many years and whom I consider to know what they're talking about, is all the same. The highest rate of engine wear happens during acceleration and also when the engine is not at normal operating temperature.

So, is it still necessary to run in a new vehicle given the exacting tolerances in vehicle component manufacturing? I've heard more than once that a vehicle that was "babied" early on will be lazy. I don't know if I buy that though. No matter how good modern manufacturing tolerances are, pistons, rings, engine bearings, cylinder bores, valves and cam shafts all need to rub each other up and get to know each other better if they're going to get along for a long time. Brake pads and discs have the same issue, as does the transmission.

ACCORDING TO THE MEN in white coats and thick glasses, one

should take it easy during the first 2 000-3 000 km. During this time, limit your acceleration to exclude the use of full throttle. Do not drive for extended periods at constant speeds on a motorway. Vary your engine speed and your road speed. Maintain a safe following distance from the car in front of you to avoid severe braking. When braking, attempt to vary the application of the brakes only when it's safe to do so. This will ensure the proper embedding of certain components, ensuring longer service life.

Should you let your engine warm up to optimal temperature before driving off in the morning? Again, the experts say that this does more harm than good. The general consensus is that after starting your engine, a mere 15-second period should be given to allow the engine revs to settle. Then, drive off sedately without the use of full throttle to allow the engine to reach normal operating temperatures as quickly as possible without overstressing it.

I've always followed the above advice and have yet to experience any undue vehicle component wear. Perhaps I've just been very lucky, but I suspect that the above advice certainly has something to do with it. 

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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Check, and double check

Don't be too quick to believe holiday websites' pictures and descriptions of campsites, says Neels van Heerden.

It's old news that resorts under municipal control have become very dilapidated. There are, of course, exceptions, and these resorts should get credit and the local authority should be commended.

A well-known municipal resort in the Free State, for example, was once regarded as one of the best in the country, but a representative recently conceded that this resort had since deteriorated. He claimed this was as a result of insufficient money for maintenance.

“
People complain about a variety of stuff – from unhelpful staff and stands with grass that's hip high to the warm pool that's not warm.”

According to this representative, there have been enhancements over the past year that the public doesn't know about – for example, the chalets have been upgraded and the caravan park's ablution blocks improved.

Based on this – and the many websites that laud this resort – I started thinking the local government deserves an accolade. However, after checking out comments on

social media, I see a different story. People complain about a variety of stuff – from unhelpful staff and stands with grass growing hip high to the hot water pool that's not even lukewarm. There was even a family who felt so uncomfortable and unsafe that they decided to leave after just two hours.

I SAW A NEWS REPORT with pictures of the dilapidated infrastructure at this resort, and wondered if the place really is as good as its own representative and those holiday websites claimed.

I also read a report from the National Council of Provinces earlier this year investigating the creation of employment and economic development at this resort.

Financial statements show it operated at a monthly loss of R600 000-R800 000 in January, February and March 2017. According to the news report, the resort costs the municipality's taxpayers around R18,5 million annually. It is estimated to cost R10 million to operate it, and they budget for an annual loss of R8,5 million.

A recent report mentions that tourists are reluctant to stay there and some individuals went so far as to claim that they would give good money to not stay here.

A COMMUNITY LEADER

reckons the best solution will be to privatise the resort or rent it out long-term to someone who could run it at a profit on behalf of the municipality.

If you dig a little deeper, it seems that a group of businessmen did offer to buy the resort, but the municipal manager stopped the deal, because festivals are hosted there for the general public.

The businessmen wanted to restore the resort to its full glory, but some political individuals see more value in the festivals.

As a result of this festival focus, the maintenance of the campsite is neglected while the day visitors' use of the ablution facilities also leads to further deterioration.

It is worrying that many holiday websites still praise this resort. They earn placement tariffs and cheerfully accept the photos and descriptions prepared by marketers.

One gets the idea they don't bother checking facts. Excessive recommendations of holiday destinations are blatant misrepresentations and consumers' rights are being trampled.

The owner of the resort's conference centre has said its facilities and restaurant still offers good service. One is, however, eager to go see if this is actually the case.

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The new Discoverer has arrived!



Motorhome-World, the largest motorhome manufacturer in the country, has just launched a new model. The Discoverer iD is cheaper than the luxurious Discoverer Deluxe model and, although it is similar from the outside to Discoverer 4 and 6, it is shorter.

The iD boasts the popular island beds and is available in two variants: the standard model for two people (one double bed) and one with two double beds.

The door is on the left behind the steering cabin's door, with

the dining corner in front on the opposite wall as you get in. The bed is built-in to your right at the back with the fridge in front of the sleeping space. The microwave oven sits above the fridge and is about shoulder height when standing before it. The bathroom is a small room across from the fridge with a shower, toilet and sink.

The stove-and-sink combination is sunk into the counter to the left of the door. It's a two-plate gas stove and a glass top covers it should you want to use this space as an extra work or storing space.

The corridor runs into the steering cabin and its two



Loftus expands

Loftus Caravan City in Randburg has acquired a franchise for Sensation Caravans. So, in addition to all the Jurgens-Ci caravans, including Gypsy, Sprite and Jurgens itself, you can now also acquire all the models of this swanky caravan at Loftus.

In addition, Loftus has appointed one of the most experienced salesmen in the industry: Lloyd McColl, formerly from the Sunseeker dealership, has sold more



than 1 500 caravans over the past 11 years.

Contact ☎ 011 792 1456

📧 loftuscaravans.co.za



GIVE YOUR KOMBI A MAKEOVER

German manufacturer Reimo has granted Jos Joubert of Abba Campers local rights to make renovations.

With Reimo's products, your old panel van can be converted into a great campervan. This applies to anything from old and new Kombis to small buses – think Hyundai's H1 – and smaller vehicles, such as the Volkswagen Caddy.

In the basic conversion, your vehicle's solid roof is replaced with a pop-up roof that works with gas struts. Under the

roof, there's enough space for a double bed, and some even have a section that forms a second bed. It's ideal for kids, as you have to clamber a little to get to bed. This conversion costs from R120 000 to R160 000.

You can take it further and add a kitchen, side tents and two swing chairs upfront. And, when you have more passengers, you can set up another bed over the front seats.

Contact ☎ 082 893 1851

📧 jos@safaricampers.co.za

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LAST HURRAH

In celebration of 40 years of the G-Class, and the ushering in of a successor next year, Mercedes-AMG is making 65 examples of the range-topping G65 Final Edition available worldwide.

It's powered by a twin-turbocharged 6.0 l V12 which produces 463 kW and 1 000 Nm of torque. You'll get to your destination fast!

Obviously, there's more to the legendary blocky Benz than straight-line performance, and it comes with no less than three lockable differentials – endowing it with near unrivalled off-road ability for a performance SUV along with its ground clearance and suspension travel. We're talking about wading depth of 600mm, a breakover angle of 22 degrees and approach and departure angles of 27 degrees.

What would limited models be without some special visuals? It has bronze accents along the bodywork, grille, 21-inch alloys, spare wheel cover and exterior mirrors.



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NEW X-TRAIL ARRIVES

Nissan's X-Trail has been competing in the compact SUV segment for two decades, and here's a facelifted version of the third model. The engine line-up comprises a 2 l normally aspirated petrol engine, a 1,6 l turbodiesel and a 2,5 l normally aspirated petrol powerplant.

With high-tech features, space for seven passengers, and interior fittings that allow for mountain bikes to be stowed with ease, they are calling it the ultimate family car.

Passive safety features from Nissan's Intelligent Mobility basket that help keep the X-Trail safe include intelligent-emergency braking and lane-departure intervention. A 6-year/150 000 km warranty and a 3-year/90 000 km service plan with roadside assistance are standard.



Jurgens XT gets a new look

Jurgens is ending production of one of its off-road models, the XT 65, and combining the XT 140 and XT 160 into one model.

The whole XT series as we know it comes to an end and three new models will take its place. All three new XT Predator off-road trailers will have exactly the same chassis and will be modularly assembled to build the XT Predator 160, 120 or 75.

The XT 160 will be first and will be available early in the new year,



with the other two following later. The new XT 160 is similar to the previous model and won't have a luggage trailer-type lid. The other two will, however, have such a lid.

Contact 012 797 7300
campworld.co.za

Tygerberg and Echo4x4 come together

Tygerberg Caravans, one of the largest caravan dealers in the Western Cape, joined forces with Echo4x4 and all Echo products. From off-road trailers to off-road caravans will now be available here. The camping shop has also expanded and now offers a greater variety.

Owner Ben Barber says this development is a new challenge for Tygerberg,

which has so far been part of the Campworld Group.

Ben has been in the caravan industry for 36 years and established the Tygerberg business in 1994.

He says the time has come for change and, along with his 22 employees, is very excited about the Echo collaboration.

Contact 021 982 4670

tygerbergcaravans.co.za >



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Adventure Utility



Adventure Utility



Adventure Utility

Hook up a camping trailer

The market is fairly saturated when it comes to off-road trailers, and you don't see something new very often. That's why Battista Errara's unique camping trailer pleasantly surprised us.

Battista has just established the Next Adventure business in Pretoria and, apart from the teardrop trailers they build, they just introduced an unusual special camping trailer. Battista calls it the Adventure Utility trailer, similar to a luggage trailer. It doesn't have a lid, but instead features a framework on to which a roof tent is mounted.

The trailer has an open loadbed (2,4 m long) in which you can pack a large amount of luggage. For example, a quad can fit on

it, or scuba gear or the family's bicycles. Over the box is a steel frame with special air struts on the corners that operate with a tyre compressor. You can also choose electric struts – they have a motor in each leg that lifts the frame. The roof rack opens over the right side of the trailer, and an awning extends over the left side.

On the left, in front of the wheel arch, is the kitchen – a cupboard in which the high-pressure gas stove is mounted. Behind it and on a shelf to the right is storage space.

The nose cone is made of fibreglass and has a lifting lid. The fridge/freezer and power system is located here. The power system includes a battery and a charger



Adventure Camper Classic

that's geared to charge from your car's battery. On the loading bed there's a small compartment (40 cm), also fibreglass – for storing stuff like cycling helmets.

The standard trailer comes without brakes and the GVM is set at 750 kg. You have the option of brakes and you can choose from several types of axles (which would naturally up the GVM).

The numbers 4,32 (l) x 2 (w)

x 2,01 m (h) – with rack raised; tare weight 590kg (this includes the battery, gas bottle, fridge, jerry can and roof tent); carrying capacity 160 kg; GVM 750 kg; 900 kg axle.

Cost From R29 000 (just the trailer) to R99 000 (fully equipped).

Contact 012 819 1146

marius@nextadventure.co.za

nextadventure.co.za

>

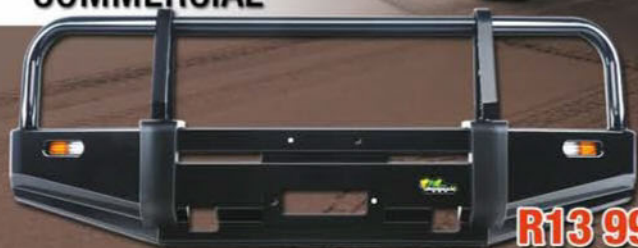
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KEEP A CAMP-EYE OUT

The problem with portable alarms for use in a camp site is that they can be a nuisance. Imagine having a late-night loo visit and one of the alarms registers your movement; the whole campsite will be alerted.

Tinus Vorster and Hannes Cruywagen from Pretoria put their heads together and developed the Kamp-Oog (Camp Eye).

It's a portable alarm but it doesn't make a noise; instead it sends a signal to a receiver carried on your person, or an SMS to your cellphone.

The sensor consists of a box with an infrared emitter that

registers movement, but the device has smart technology that monitors the situation for three seconds before the alarm is sounded. So if a broom falls over, the alarm won't go off.

You have a choice of two receivers. One is a small receiver that fits in your shirt pocket – as soon as the eye detects movement, a signal is sent to it, and it beeps discreetly. You do need to be within 700 m of the emitter and in direct line of sight.

This comes in handy when you go to bed at night and place the sensor in front of your tent. Alternatively, you have the option of an emitter that has a

built-in cellphone system. A SIM card fits into the sender on which you load airtime, and when it detects motion, an SMS is sent to your cellphone.

The system is designed so that you can connect a second sensor. Both the sensors and receiver have rechargeable batteries that recharge via a USB port. A charge lasts 24 hours when not connected to a power outlet.

Cost R1 750 for both systems (excluding packaging and posting).

Contact ☎ 083 654 6549 or 083 457 6458 ✉ tinus@kamp-oog.co.za 🌐 kamp-oog.co.za

X-Rider Expands into Africa

Isuzu has responded to growing demand for light commercial vehicles in Sub-Saharan Africa by extending its offerings with the KB 4x4 X-Rider model.

After proving popular with local buyers, the company

decided to make the bakkie a permanent member of the 19 model line-up. Now, all of Isuzu's dealers in the 14 left-hand drive markets will offer the X-Rider model as well – initially only available in double cab guise.

Production has already begun, and by the time you read this, initial shipments will have commenced. The X-Rider is also destined for Malawi, Mauritius, Mozambique, the Seychelles, Zambia and Zimbabwe.

Powered by the company's 2,5l D-Teq engine, the X-Rider features 18-inch wheels, running boards, stylised front grille and bumper, as well as red stitching and satellite audio controls. 📶



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Bakkie beyond

It is Merc's first bakkie (not counting the numerous conversions, official or not) and, oh boy, are they excited about it. Cyril Klopper travels to South America to see if it's as good as we want it to be.

Let's immediately address the elephant in the room by discussing whether the X-Class is simply a Navara with mascara. Is the Merc's body shell bolted onto a Nissan Navara chassis? Yes, sort of. The key fobs look exactly alike, the rear-view mirror has the same compass-direction indicator, and, of course, there is Nissan's 4-cylinder diesel engine. But the differences ultimately outweigh the similarities. More on this later.

For now there are three variants to choose from: The X-Class Pure is a basic variant ideal for rugged, functional use (unpainted bumpers and steel rims). The eggheads at Mercedes thinks it'll be popular among tradesmen but if a plumber pulls up to your house in a Merc bakkie, you should probably prepare for a ridiculously high plumbing bill. The X-Class Progressive is aimed



at people seeking a rugged yet stylish bakkie. It's clearly got the Amarok in its sights. The X-Class Power is a high-end bakkie for sports, leisure and rugged outdoor activities. It'll certainly cost the most and yet it'll probably be the one that sells the best.

At first glance

The most striking feature is of course the front end. The stylists

at Daimler decided to make a statement by giving the X-Class an audacious face that will either impress or repulse prospective buyers. It was a bold decision, but the right one. Why be shy when you're wearing a three-pointed star in your grille? The rear end is a little too conservative and it doesn't match the bold front end.

We do like the load bed though. The tough plastic liner

looks like it'll stand up to years of abuse and the lid closes with a satisfying clunk.

At the launch of the X-Class the labcoats displayed a bodiless chassis for us to gawk at. An engineer lovingly ran a finger over every weld and bolt that he had added or changed from Nissan's original design. The ladder frame received extra cross members and some hard parts were cut away to be replaced. The axles are completely new and wider than that of the Navara.

The rear trailing arms are welded from pressed metal plates rather than solid forged steel which raised an eyebrow, but the labcoats shrugged off our concerns and insisted that it would be strong enough.

On the inside

The interior looks remarkable and no doubt you'll be impressed by >



MERCEDES-BENZ X-CLASS

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Incl. VAT



the large infotainment screen, textured surfaces and chrome bits. The control interface is straight out of a C-Class and works really well. The infotainment screen – although not touch sensitive – provides a crystal clear image even in direct sunlight.

Apparently there was some disagreement during the design phase. Some engineers wanted to incorporate an electronic park brake, a drive mode button and gear shift paddles but it was decided that these gadgets would not only detract from the ruggedness of the vehicle, but actually hamper off-road ability. What we get instead are an old-school hand brake lever and a simplified 4WD system.

How does it drive?

Sadly the exterior looks are far more exciting than the actual performance – particularly the automatic version. There is a notable loss of power through the transmission. By contrast the manual version feels stronger.

If we sound disappointed by the 4-cylinder diesel we can assure you that the V6 diesel blew our minds. We weren't allowed to drive it ourselves since it's still in prototype phase (roll-out starts mid 2018) but professional drivers

chauffeured us along closed-off, hilly roads above Santiago, Chile and the performance was astonishing. The suspension never faltered and the engine roared like a beast. We are willing to bet that a V6 X-Class will stomp on a V6 Amarok – heck, it'll put most 6-cylinder cars to shame.

We tested the standard 4-cylinder diesel on a modest off-road track and the X-Class made light work of it. We suspect the part-time 4WD will at least be equal to a Nissan Navara but perhaps not as capable as a Mitsubishi Triton. The V6 X-Class will have permanent 4WD only.

Conclusion

The X-Class didn't disappoint us, it's just that we expected something magnificent from Mercedes-Benz. Instead we got something which is merely good, and there are already a number of good bakkies around, including the Navara. It's difficult to recommend something if you don't know how much it'll cost but, other than the V6, we'd suggest you look at the base 'Pure' model because you'll be able to start with a clean slate onto which you can add lots of accessories to turn it into the sexiest overland vehicle on any continent.



PISH POSH. The interior is simple yet stylish. We aren't convinced that the trailing arms will hold up under abuse, but Merc's engineers assure us that they will.

PRICES

At the time of writing, Mercedes-Benz remains tight-lipped about the prices. They did express a desire to match the Volkswagen Amarok range. Based on our driving experiences and close examination of the materials used, it seems possible, but most probably unlikely.

SPECIFICATIONS X 250 d 4MATIC

Power

Engine 2 298 cc, 4/in-line turbo-diesel

Power 140/190 kW @ 3 750 r.p.m.

Torque 450 Nm @ 1 500 r.p.m.

Top Speed 175 km/h

Acceleration 0-100 km/h 11.8 sec

Transmission 7-speed automatic

Tank capacity 73 l

Fuel consumption 9.6 l/100 km

Maximum payload 1 067 kg

Maximum towing weight 3 500 kg

Gross vehicle weight 3 250 kg

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Simple pleasures

Mahindra recently updated their bakkie and Cyril Kloppe finds out if it can transcend farms and construction sites to a higher plane of existence: the family holiday resort.

MAHINDRA PIK UP



Mahindra has been doing business in South Africa for just over a decade and in that time they have made quite a name for themselves. Nowadays there are 57 local dealerships and the company is showing no sign of slowing down.

It's not all champagne and cigars though. Mahindra's previous double cab bakkie never sold particularly well – only about 35 units per month – desperately losing to rivals such as the Isuzu KB250, Nissan NP300 Hardbody, and the base model Ford Ranger 2.2. The single cab Pik Up managed to sell better due to it being a favourite among farmers and building contractors, partly thanks to its honest, basic design.

Mahindra reasoned that this bare-bones approach was exactly what was keeping the double cab Pik Up from success.

They decided that adding more bling and tech to their double cab should increase sales. So that's just what they did.

At first glance

The biggest change to its appearance is the restyled bonnet, front bumper and smaller grille, which gives the Pik Up a bolder appearance than before. The headlights have strips of LED emitters for daytime visibility and an aluminium skid plate adorns the underside of the front bumper. A small but rather important change is the cab protector which is now higher than the roof of the cab for increased protection. >



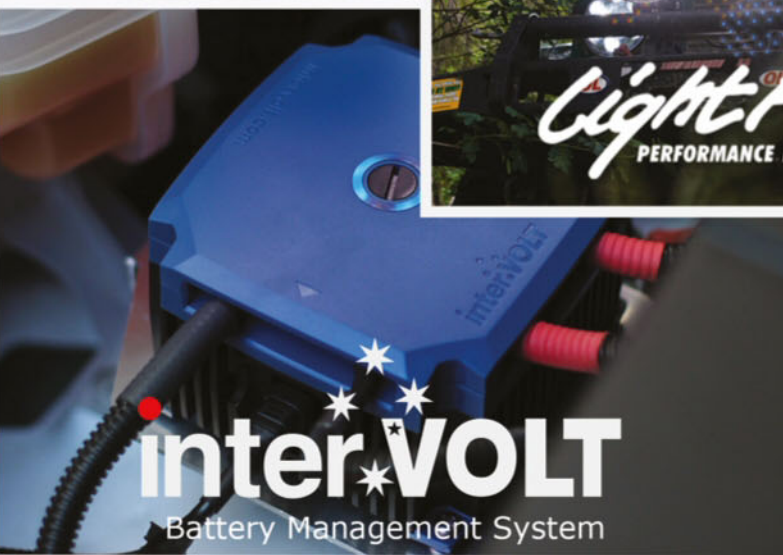
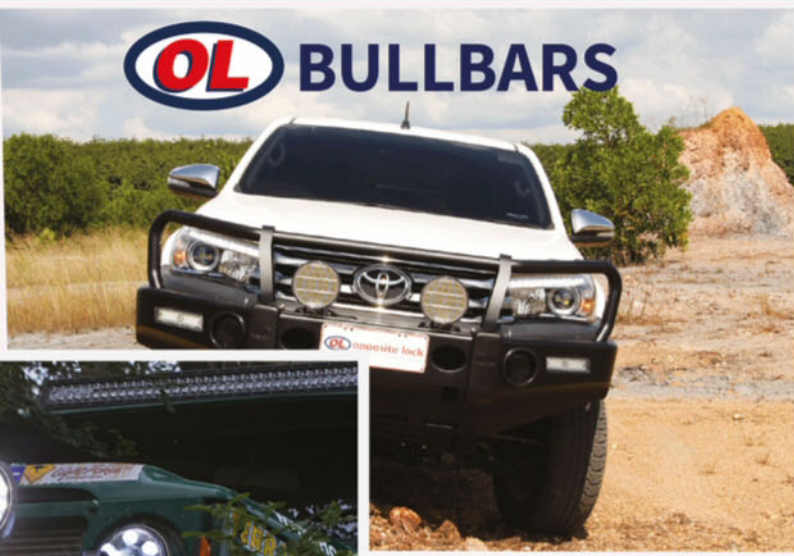
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You may also notice that the Scorpio badge on the tailgate is gone. This is because the Pik Up will no longer be referred to as a Scorpio. Going forward, that name applies only to the SUV version of this vehicle.

On the inside

Mahindra wisely decided to ditch the beige interior and opted for a black dashboard and seats. The new instrument cluster looks thoroughly modern and the switches are equal or even better than those found in rival vehicles. The on-board computer isn't particularly fast – the satnav responds sooo slowly – but who cares? It's not like you're going to be playing games on it.

The front seats feel firm yet comfortable, and the foldable arm rests are a welcome feature, particularly when you're going to spend entire days behind the wheel. At the back there is sufficient legroom for an average adult, but taller people may find it a little cramped, which is admittedly true for most double cab bakkies.

How does it drive?

There is only one engine on offer: a turbocharged 2.2 diesel. Its variable geometry turbocharger is larger than before, which in turn helps to up the engine power output from a disappointing 88 kW to a more respectable 103 kW. You won't be drag racing hot hatches through town but it's perfectly adequate for a road trip.

The steering feels quite heavy compared to its competitors, and even though the S10 Pik Up has a turning circle of 6.7 m, you really have to work for it. Mahindra says the shock absorbers are completely redesigned, but the Pik Up still doesn't feel as planted on tarred surfaces as most of its competitors.

The Pik Up starts to shine once you leave the highway and hit the dirt though. At the launch event we were given the opportunity to tackle a moderately challenging trail up a hill. It was laughably easy and we can't wait to receive a test vehicle for a longer period so that we can drive the Pik Up on tougher terrain. We suspect it will impress.

Conclusion

The S10 double cab Pik Up is still an honest and simple vehicle but it no longer feels primitive compared to its rivals. The added technology puts it on even footing with its rivals and price-wise it's a good buy. It's roomy and tough enough for decades of family holidays, and if the feedback from current owners is to be believed, it's as dependable as your grandma's cooking.

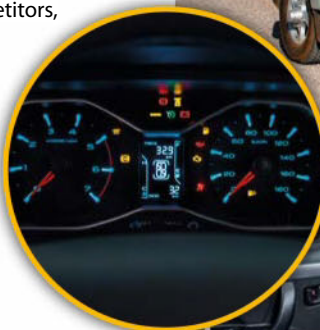
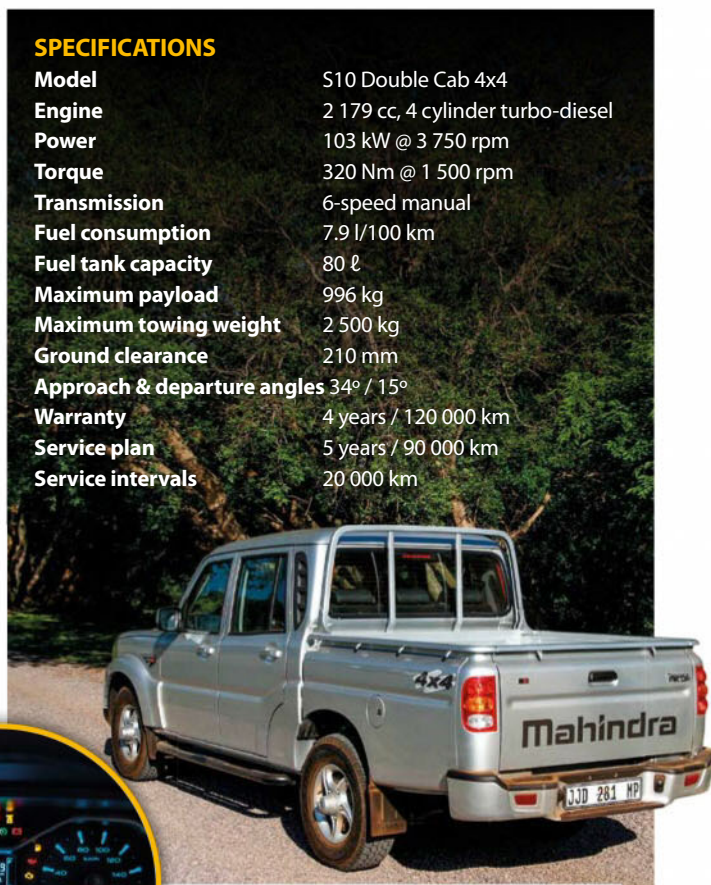
But we have a niggling suspicion that it was never a lack of gadgets nor a lack of style or reliability issues that prevented it from becoming popular. No, it's because it's plain ugly. Will a nose job and a corrective shoe be enough to get this trooper a date?

PRICES

S4 Single Cab 4x2.....	R187 995
S6 Single Cab 4x2.....	R239 995
S6 Single Cab 4x4.....	R284 995
S10 Double Cab 4x2	R324 995
S10 Double Cab 4x4.....	R354 995

SPECIFICATIONS

Model	S10 Double Cab 4x4
Engine	2 179 cc, 4 cylinder turbo-diesel
Power	103 kW @ 3 750 rpm
Torque	320 Nm @ 1 500 rpm
Transmission	6-speed manual
Fuel consumption	7.9 l/100 km
Fuel tank capacity	80 l
Maximum payload	996 kg
Maximum towing weight	2 500 kg
Ground clearance	210 mm
Approach & departure angles	34° / 15°
Warranty	4 years / 120 000 km
Service plan	5 years / 90 000 km
Service intervals	20 000 km



SQUARED AWAY. Some people might like the boxy shape but it certainly doesn't conform to popular design trends. The tailgate is sturdy but it slams shut with a loud bang rather than with a reassuring clip. Outwardly the Pik Up feels like an agricultural implement but, behind the no-nonsense exterior, lies a very modern interior. It may not have the latest technological gadgetry but it's nothing to be ashamed of.



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The last true samurai

Bakkie-based SUVs are extremely popular in South Africa. Cyril Kloppe finds out if the new Mitsubishi Pajero Sport can compete against the Toyota Fortuner and Ford Everest.



MITSUBISHI PAJERO SPORT

Yatarō Iwasaki, the founder of Mitsubishi Heavy Industries, was a samurai out of time. Back when Japan had trouble letting go of the feudal system, still practiced the way of the warrior and regarded their emperor as a deity, Yatarō sought to drag Japan out of isolation and into modernity. His grandson Koyata Iwasaki would eventually lead Mitsubishi through both World Wars and continue his grandfather's efforts to rid Japan of its medieval notions and have it join the rest of the world.

While no longer a family business, Mitsubishi products continue to be high quality and feature styling that appeal to a fairly broad audience without becoming generic.

At a glance

When viewed from the front, the Pajero Sport bears a strong resemblance to a Toyota Fortuner. It has similar vertical chrome details, narrow headlights, and steeply raked windscreen. But, when viewed from the rear, it looks like nothing you've ever seen. The closest comparison would be to an upside-down 2007

Volvo XC90. Those tail lights are nothing short of weird and not everyone will like it. The rear bumper isn't flattering either.

Viewed side-on, it is curvier than all its rivals; certainly curvier than a Ford Everest and a Chevrolet Trailblazer (RIP, may it one day return as an Isuzu MU-X). Looks may be subjective, but we think the Pajero Sport is rather attractive, aside from those odd tail lights.

Inside

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rivals Ford and Toyota. Where the Everest went for an Americanised horizontal, floating dashboard layout and the Fortuner has a mix of Japanese and European sensibilities, the Pajero Sport is unapologetically Japanese. The interior is full of metallic swooshes, sharp lines and angular shapes.

New features include an electronic parking brake, 4WD dial and drive-mode button. We particularly liked the paddle gear shifters behind the steering wheel, although they do

sometimes get in the way when the vehicle is rocking to and fro. As is usual, the third row of seats are for small children only, but what we did like is that the middle row folds forward so that kids don't have to clamber over them.

Under the bonnet

The new Pajero Sport is available in two-wheel and four-wheel drive but both use the same engine: a 2.4 l DOHC intercooled turbodiesel with Electronically Controlled

Multi-point Injection, or MIVEC. This engine is more powerful than the 2.5 it replaces (even stronger than the old 3.2 DID) but it still doesn't deliver blistering performance – the 133 kW at 3 500 rpm is adequate rather than impressive but the torque figure of 430 Nm at just 2 500 rpm is definitely noticeable.

Mitsubishi is justifiably proud of its eight-speed automatic gearbox with so-called intelligent shift control. It does a brilliant job at selecting appropriate gearing.

Behind the wheel

When it comes to highway driving, the Pajero Sport offers a soft ride with low noise levels. It's certainly an improvement of the outgoing model but the suspension is still a little too soft and you can feel the body being pushed by crosswinds and the lateral weight transfer when you round a tight bend. It's a problem that was noticeable on the old model, and Mitsubishi still haven't quite fixed it, but it's certainly better. The suspension, engine and gearbox combo does an acceptable job on a highway but it's on gravel roads where the Pajero Sport really shines.

Let's forget about the weird tail lights and slight body roll and tip our hats to a manufacturer who takes off-road capability seriously. The 2.4's power delivery is smooth throughout with no sudden surprises that may cause loss of traction on gravel, and the suspension soaks up bumps while always keeping the wheels in contact with washboard road surfaces.

On technical terrain, the Pajero Sport is possibly without equal in its class. We drove it up Matroosberg, the highest mountain in the Western Cape, and it was child's play. Those who have experienced Matroosberg may remember a fairly challenging section above the lookout point that often defeats four-wheel-drive vehicles.

We asked a novice 4x4 driver to take the wheel of the Pajero Sport and, despite this being his first time ever on a technical trail, he got the Pajero Sport to the very top of the mountain without so much as a wheel spin.

Conclusion

Yatarō Iwasaki, the suit-wearing samurai and founder of Mitsubishi, would be proud of the new Pajero Sport. Sure, when it comes to highway cruising we'd rather drive a Ford Everest or a Toyota Fortuner, but if the trip included Van Zyl's Pass or the Road to Hell near Pella we'd pick the new Mitsubishi Pajero Sport without hesitation.

SPECIFICATIONS

Model	2.4 D4 MIVEC 4x4 (A/T)
Engine	2 400 cc, four cylinder, turbodiesel
Power	133 kW @ 3 500 rpm
Torque	430 Nm @ 2 500 rpm
Tank	68 l

Towing capacity	1 800 kg
Luggage capacity	813 l
Warranty	3 years / 100 000 km
Service plan	5 years / 90 000 km
Service intervals	10 000 km



BACK PROBLEMS. Those brake lights are so weird. Will people love it or is it a deal-breaker? The interior makes up for any shortcomings though. Gone are the days of the second gear lever. Nowadays you select 4WD gearing using a knob. There's also a driving mode button. The back seats are great if you need to ferry the kids and their friends to soccer practice.

PRICES

2.4 D4 MIVEC 2WD (A/T)	R569 995
2.4 D4 MIVEC 4x4 (A/T)	R599 995





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The bakkie gets a canopy

Our bakkie project is well on track and the BT-50 is getting more and more ready for proper off-road driving. This month, we're giving it an aluminum canopy.

Text and photos **Schalk Jonker**

Every month, our long-term test vehicle, a brand new Mazda BT-50 3.2 4x4 SLE bakkie (double cab, automatic), gets equipped with a new off-road modification. It already boasts a set of BF Goodrich T/A tyres, a steel rear bumper, bullbar, winch, bash plate and a set of side steps. Now it's time to fit a canopy.

Made by hand

If you really want to head into the bundu for a few weeks and measure yourself against the elements, a decent canopy for your bakkie is not negotiable.

The benefits of a good canopy include the packing space, the increased security and the fact that you protect your vehicle against the elements – stuff like rain and dust. And when the canopy is on, you can start looking at items including a drawer system, kitchen, roof rack and a sliding frame for your fridge/freezer. That way you stow everything in its place, which means you'll get to set up (and take down) camp much quicker and easier.

We had our canopy made by Pieter van der Walt of Eko Aluminum Canopies in Brackenfell, Cape Town. They build the canopy from start to finish, and he'll need to know the make of bakkie you drive, plus the model year in order to prepare a quote for you.

The canopy is made of aluminum, which means it is strong and light (55 kg). It has two doors on each side and the rear door has tinted glass. The doors each have two gas struts and chromed latches. Pieter colour coded the canopy to match the BT-50's, but you don't need to get it painted. Leaving the aluminium unpainted saves money.

The front window has a sliding pane. Pieter says you should leave it open a crack while driving as this creates positive pressure in the canopy to keep dust out.

It fits!

Pieter called to say the canopy was ready (the average waiting period is 30 working days) and his skilled team fitted it in no time at all.

The four pieces are bolted into existing holes in the tray. The only drilling needed was at the top of the rear flap where they attached a strip of aluminium angle iron with rivets. On top of these corners comes a rubber strip to ensure the canopy's hatch closes flush at the rear lid. At the base of the canopy, they applied a layer of high-density foam rubber between the bakkie and the canopy.

This creates a tight seal and also prevents the load bed from being scratched by dust that would otherwise accumulate. It takes no more than an hour to professionally fit the canopy. 🛠️



Modification to date

JULY 2017

BFG tyres

R16 780

AUGUST 2017

Ironman steel back bumper

R10 885

(+ R1 083 for installation)

SEPTEMBER 2017

Ironman bullbar

R14 470

(+ R1 500 for installation)

Ironman winch

R12 277

(+ R650 for installation)

OCTOBER 2017

Ironman protection plate

R6 755

(+ R395 for installation)

NOVEMBER 2017

Ironman sidesteps

R5 785

(+ R950 for installation)

DECEMBER 2017

Eko Aluminium canopy

R24 090

Total

R95 620

This installation was done by Eko Aluminum Canopies in Silver Street in Silver Park, Brackenfell. Call them on 021 981 2992 or send an e-mail to admin@ekoalu.co.za.



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Go forth and camp north

There's no excuse if you haven't yet been to Springbok and Augrabies. Two lovely campsites await.

Text and photos **Leon Botha**



For most of us, the Northern Cape, with its extensive dry plains, is more than a day's drive, and it's more than likely not the first place that comes to mind when you are looking for potential holiday destinations.

But this is a big mistake. In this part of the world you'll definitely not struggle to find things to do. Our country's largest province (bigger than Germany) has a rich history and bucket loads of natural beauty for you to marvel at.

Back in the day, Springbok boasted the world's richest copper mine, and one of South Africa's most impressive waterfalls

is located a little bit further inland in the Augrabies National Park.

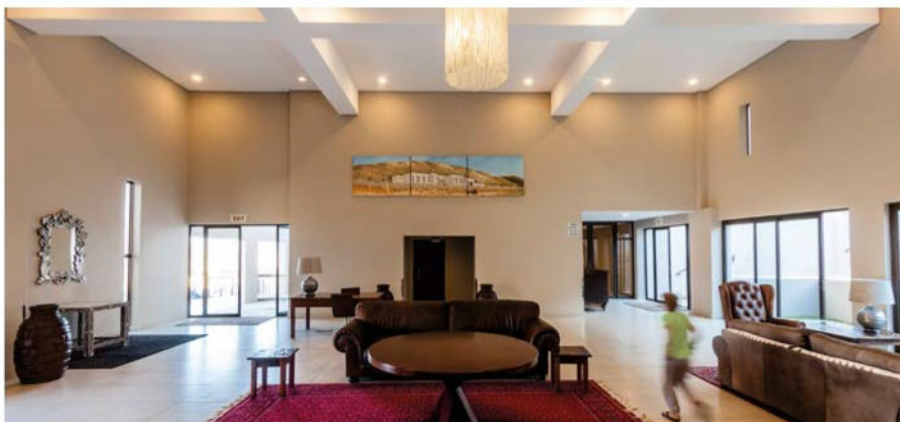
We stopped at two great campsites and now understand why everyone should visit this area at least once in their lifetime. The campsite Namastat lies almost like a suburb in front of Springbok. It's been revamped over the last two years and there's even a hotel next to it where campers can use the facilities. In its own way, the campsite in Augrabies is the Northern Cape's answer to the Kruger. Here you trip over tourists who, just like you, stand in awe of this remarkable natural wonder.



NAMASTAT Five-star office

Booking in at a campsite over a hotel counter is nothing new but at Namastat you can feel the glamour as you walk through the big doors of the Springbok Inn. The hotel is not even a year old and you can tip your hat to the developers of this three-storey building. It looks like one big block of concrete that's been chiselled out of the stone ridge behind it; a look that fits in perfectly with the surroundings. You'll even be impressed with the large steps to the door – it almost feels as if you're walking into a palace.





“
We pump the water out
of a borehole, and
it's also the water the
campers use. Taste it – it's like
our own milk!
”

And this is a palace. For a moment you don't see the receptionists standing behind the counter because your eyes are taking in the leather couches, chandeliers and richly decorated mirror frames. Judging by the vehicles outside the hotel, many of the campers decided to swop their stand for a night in a hotel room. There's a Toyota Prado with a Jurgens Safari XT65 parked in front of the

building and a Jeep Cherokee with a Sarari Xplorer in tow.

The campsite is next to the hotel – you drive out of the hotel's parking area and keep to the left. Have R50 ready for the access disc. That opens the motorised gate at the campsite and you get your R50 back when you return the disc as you leave.

The left turn after the gate is too sharp for a long towing combination: tracks in the ground tell the story of previous visitors who first made a hairpin turn and then aimed back towards the gate.

The scanner where you present the disc is unfortunately placed too low if you're leaning out of the window of your vehicle. It's also so close to the gate it feels like your car's bumper is going to touch the gate when you stop next to it.

Time to get comfy

Patrick Louw is watering the plants next to the bathrooms. He is the caretaker and says he can't remember when it last rained in Springbok.

“We were fully booked now during the flower season, but there wasn't a single flower in sight – it's really dry this year. We pump the water out of a borehole, and it's also the water the campers use. Taste it – it's like our own milk!”

So it's not odd that there is no sign of even a small patch of lawn on your stand, but the hard soil is fine.

You'd expect this area to be littered with thorns, but that's not the case. The ground is sandy, which means kids can play to their hearts' content without getting dirty.

The stands are laid out around the bathrooms and some of them are separated by ankle-height stone walls.



You can choose your stand yourself. They are all numbered but some are smaller and better suited to a two-man tent. The biggest stands are on the office side of the bathrooms. You can fit in a few caravans next to each other – perfect if you’re camping with friends.

In stark contrast with the dry earth, there are quite a few shade trees, and on most stands there’s some shelter from the sun.

Your electricity supply uses a standard domestic, three-prong socket and, if it’s not on your stand, it’s at least close enough to reach with an extension cord of 10 m. It’s the same story with the tap: It’s either on your stand or your neighbour’s. The braais look like they’ve recently been revamped and it appears that at least some of the grids, which are fastened to the braai with a chain, haven’t yet been exposed to open flames.

Washing with “milk”

The owners pulled out all the stops with the shower cubicles – they are nice and spacious. There is a wet section and in the corner of the cube is a small bench where you can put items you’d prefer to keep dry. The two ceramic basins next to each other in the larger room are a legacy from a previous era. There’s also no real packing space to speak of, and the mirror behind it is too low for an adult standing upright. Against the wall as you walk into the room, though, there’s a higher mirror to check your hairdo.

The kitchen is in the building next to the bathrooms, but it’s really more of a gathering place for people who want to hang out. There’s a porch section with a braais that overlook the bottom section of the campsite. Between the porch and kitchen is an opening and the sinks for dishes are on the inside.



MILK AND HONEY. Springbok is anything but boring. There are too many interesting things to do to just pop in for a short visit, and the campsite is similarly engaging.



Back to the hotel

If you want to cool down in the pool, you have to walk back to the hotel. From the campsite to the pool, a paved path runs past a dried-up dam. In the middle of the dam there's even a small island with a warning sign: Beware of sharks! Shark teeth hang over the sign, but it's obviously purely decorative. The pool is as big as those in most suburban backyards, but come stretch your legs on one of the benches next to it. Order something cold from the restaurant bar so you don't sit empty-handed while the kids splash around in the water. And once the kids have had their fill of the water, there are a few jungle gyms and swings in the campsite.

The Northern Cape awaits

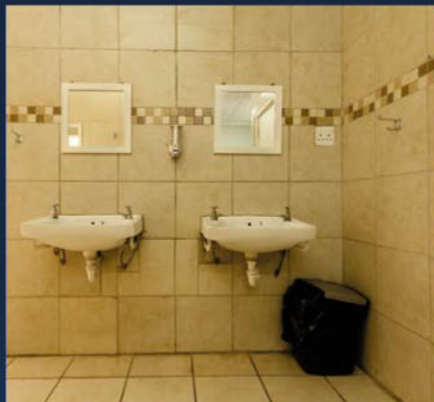
Whether you're using Springbok as a stop-over or staying for longer, you really should go and explore the area. You also don't have to force the kids back into the car for a long trip because most of the attractions are only about 20 minutes away.

Okiep is as big as its name is long. It's approximately 10 km away and houses



ALL THE COLOURS. You can see the campsite from the swimming pool at the Springbok Inn. The campsite itself is in stark contrast to the pool area, but no less pretty, with virtually no grass on the stands. You camp on firm soil.





the only remaining pump house of its kind in the southern hemisphere. There's a round chimney a few storeys high to the left on the side of the road as you drive into town.

It's a national monument that's cordoned off with a trellis. (The chimney was part of the old mine's ventilation system.) Drive past the chimney and park at Okiep Country Hotel on your left directly after it. This is where the pump house's keys are kept and it's not even a minute or two's walk from here. The pump house looks a bit like a blockhouse but in front it has a beam protruding across. The beam reminds you a bit of an oil rig's lever that you see in America.

It feels like the clock has been set back by a century or two when you open the door. In front of you, in the middle of the

room, is a giant cylinder that you have to walk around. There are wooden stairs behind it that you use to climb to the next level. Just keep an eye on the little ones because there's a hole in the corner in the wooden floor that you can easily step into. A round steel arm stretches from the second level out to the cylinder up to the top and third level. Here it's fastened to the arm that you see on the outside.

If old machinery and mining activities interest you, make a stop at Nababeep. It's an equally small town on the other side of the highway. There's a mining museum and at R15 p.p. (half price for kids) it is absolutely worth a visit.

A scale model shows how the copper is mined and recycled, >



and there are examples of rocks in glass cabinets with big names: from two-pyroxene-granulite to hornfels and lura skis. The museum is close to the gate of the copper mine and, when you pay the entrance fee, you're also allowed to go have a look at the excavations on the mine.

About a kilometre further, the dirt path stretches up the hill to a concrete platform. You can tell that the locals want to make tourists feel right at home – against the side of the platform there is a welcome message written in spraypaint. The hill in front of you has been hollowed out and at the bottom of the excavations is a dam with bright green water that's apparently 600 m deep.



Briefly | Namastat



Campsite 25 stands – all on soil and most have shade trees and a power socket.

Abution facilities Simple and neat.

Price R200 p.n. for the stand (and the first 2 people) plus R50 p.p. for additional guests (free for kids under 12).

Arrival and departure times 2 pm and 10 am.

Contact 027 718 1832

book@namastatlodge.co.za

namastatlodge.co.za

Closest town Springbok 3,6 km.

Road condition The last 650 m is a decent gravel road.

GPS S29.690304 E17.884779

go! Drive & Camp says "Namastat" refers to the first inhabitants of the area. Next to the first stand is a Nama hut – it looks a bit like an igloo but it's covered in reed mats.





AUGRABIES NATIONAL PARK Always exemplary

These days you don't unhitch at just any municipal resort, because most of them are no longer on par. This is where SANParks, as a semi-government institution, sets a better example – and that includes places like the Kruger National Park, Addo Elephant and the Garden Route national parks. You know what to expect: the campsite is on one side and there are no complaints about facilities like the bathrooms and the shop.

It's the same with Augrabies: You also know you can choose your own stand and the power socket works with the Fredlin plug – the blue caravan type.

This part of the world is just as dry and arid as in Springbok. And the N14 couldn't stretch out straighter over the horizon if it tried. The turn-off is at Kakamas and then it's a mere 25 km to the park. Here the environment changes dramatically. The colourless surroundings that flashed by during the past hour suddenly turns green and it almost feels as if you're driving through the Cape Winelands. The vineyards stand tall and strong and you even drive past a raisin factory.

The tar road runs all the way to the reception office, where there are a few notice boards with photos of previous floods – showing the masses of water that's flowed past in the Orange River.



Although the falls are at its best during the north's rainy season, you can also visit in the dry late-winter months because the Orange River flows strongly year-round.

The shop is at the reception office and you have to walk through the office to get there. Besides the countless curios there, the shop is just as well stocked as a smallish suburban shopping centre.

The Kruger's little brother

The woman in the office emphasises that you're not allowed to pitch camp on the grass, but rather next to it. To ensure that your short-term memory doesn't let you down, a notice board in front of the campsite reminds you of this fact

ALL THE BELLS AND WHISTLES. Augrabies features everything that will please camping veterans: large, level stands with sufficient shade trees, power points nearby and, on top of it, all they recycle all the rubbish as well.



again. You can, therefore, choose any spot as long as it's next to the lawn. Check out where the power sockets are if you don't feel like using your extension cord, because not every stand has one. The taps are spread out all over and is marked with a sign indicating that the water is safe to drink. There are quite a few shade trees.

This campsite feels like a cousin of the Kruger. It has the same Bushveld feeling, the campsite is clean, and even the comings and goings of the campers are the same. If you arrive at lunch there are still quite a few stands to choose from but, in the evening when the campfires are roaring, you'll have to make do with one of the last remaining stands. And in >

the morning, if you think you're actually getting up a bit earlier for a change, your neighbour is already long gone.

Because of this quick turnover of campers, you come into contact with various types of neighbours. The campers opposite us have a modest setup: One person sleeps in the roof-top tent on a double cab bakkie, and another one or two sleep in the trailer's roof-top tent.

But it's the awning between the two stands that stands out. It's a gazebo, but from the middle there's a mosquito net that hangs all the way to the ground, almost like a bride's veil. Underneath the net are chairs placed around a table. As soon as you get out of the car you immediately understand why that mosquito net is there. There are thousands of gnats, and one of the field guides Thys Burger, says that's how it is this time of year. From August to February it can be a bit of a nuisance. It won't spoil your trip, just don't breathe with your mouth open.

Start recycling

There are a few square wooden sheds in the campsite. Inside you will find several garbage cans that forms part of Augrabies' recycling initiative. This is where you dispose of your trash, because there's no place to do it on the stands. You can bring your own garbage can though.

If you see how easily the monkeys open up the door of the sheds you quickly realise how cunning they are. The first rule, therefore, is to pack everything away and lock up when you're away from your stand. There are even a few steel cages rigged with bait in the campsite. That's to catch the troublemakers – which includes baboons.

On your stand is a fixed braai with a grid that's cleaned before you arrive.

The two ablution blocks are on both sides of the campsite, with a kitchen section (including an open-air and covered scullery) on the farthest point. The first bathroom looks about as old as the campsite itself and is finished off with round stones on the outside. Unfortunately the condition of the bathrooms are not a feather in SANParks' cap because they are in need of attention.

When we were there one of the windows was broken and the paint on the ceiling was peeling. But you do have more than enough space to put your things around the basins as well as in





ALL IN A DAY. A clean braai awaits when you arrive. The bathrooms are nearby and the swimming pools are between the campsite and waterfall. A guided night ride ends off the day perfectly.



the dry section of the shower cubicle. The bathrooms on the other side are similar, but the showers are better because the shower section has swinging glass doors in front of the cubicles. Facilities that cater for disabled visitors are also on this side.

The kitchen has electric two-plate stoves if you want to quickly cook some bacon and eggs for breakfast before hitting the road. There's an automatic washing machine and tumble dryer that operates with R5 coins – you need three for a load of washing and two to dry. In the room next door there are a few proverbial white elephants: concrete ironing boards. In the 30 years we've been camping we are yet to encounter someone who actually uses them.

To the left of where you drive into the campsite is another campsite, but it's cordoned off with a chain. That is for groups only. They have their own ablution block that's newer than the others, but this section doesn't have electricity sockets.

Deafening silence

The river that flows through the canyon is 200 m from the campsite and the waterfall is another 300 m upstream. You can hear the sounds of the water in the campsite, and if you want to go look at the waterfall you have to prepare yourself to walk there. A few raised deck walkways take you to different lookout points that are an equal distance from the office or the campsite.

The start of the deck walkway – the one on the campsite's side – is halfway back towards the office and there are also two swimming pools here. The pools are fenced in and there is also a smaller pool for the kids with a bigger pool next to it. There's a canopy if you want to get out of the sun and a patch of lawn should you want to spread out and catch some rays.

Almost at the start of the walkway, you have to choose between going left or going right. Each direction takes you to a different lookout point but there are no signs indicating which way goes where. The path to the right takes you to the top of the waterfall – with a 90 m drop into the canyon. Keep left if you want to see more of the canyon and outflow. >

The lookout points are safely fenced in, meaning it's safe for kids. There are loads of lizards, including the bright-blue-and-orange Augrabies flat lizard. Apparently Augrabies has one of the densest lizard populations in the world.

There are also some myths surrounding the waterfall. Some reckon there's a treasure chest filed with diamonds way down below and others believe South Africa's own Loch Ness Monster swims around in these parts.

You can also visit the waterfall at night when the lights are switched on for an hour or two, but it's almost as if the waterfall is less impressive. Bring your torch because not all the paths are lit. You really don't want to stumble over something here...

Take a drive

The waterfall is the reason you come here, but there's a large conservation area surrounding the waterfall. You're allowed to drive some of the routes on your own, but take note of the direction you should drive in – some of them only go in one direction and some of the excursions can take a whole day.

Augrabies doesn't have the Big Five, and none of the rhinos that were released here a few years ago are still around. But there are other special animals, even though they're shy. We were lucky to see a black-necked spitting cobra slither over the road. The dirt roads are in a good enough condition for most vehicles.

WIDER THAN WIDE. The waterfall takes your breath away, and it's difficult to explain the beauty of the surroundings without it sounding like you're laying it all on a bit thick. Nevertheless, the view over the conservation area is stunning.

There are also some myths surrounding the waterfall. Some reckon there's a treasure chest filed with diamonds way down below...





Briefly | Augrabies



Campsite 40 flat stands on soil, most with shade trees close by.

Abolition facilities Old and neat but in need of some attention.

Price R250 p.n. per stand for the first 2 people; R88 p.p. extra (R44 for kids) up to maximum 6 people per stand. Also remember about the conservation fee of R48 p.d. (R24 for kids) if you don't have a Wild Card.

Arrival and departure times 2 pm and 11 am.

Contact 054 452 9200 sanparks.org

Nearest bigger town Keimoes 76 km.

Road condition Tar to the office and decent dirt tracks in the campsite and on the wildlife trails

GPS S28.593177 E20.337481

go! Drive & Camp says Buy the information booklet when you arrive. It's 50 pages filled with colour photos with interesting info about all the animals, climate and accommodation and even has a map of the campsite. It costs R60.

You can also go on a night drive with a guide who'll point out the nocturnal animals. It costs R192 p.p. (R106 for kids), which makes it an expensive excursion for a family.

The drive departs at sunset from the office and follows the same routes you can drive yourself. But the knowledge of a guide, in our case Thys Burger, is a huge bonus.

Thys' opening words are not that encouraging: "Expect to see no animals tonight. And consider those we do see a bonus." Thys' honesty makes the quick movements of the hare next to the ledge a huge moment – it's Smith's red rock hare. Thys pulls up the handbrake, walks to a bush next to the road and picks up a branch. "Smell this, guys. It's myrrh, like in the Bible."

At the point where we have to turn around, we get out, and Thys gives the kids an ultraviolet flashlight. "See if you can spot any scorpions; they look green under the light." Alas, that wasn't to be that night. Maybe next time.

On the way back, we see eland and springbok, and by 9 pm some of the kids are fast asleep already. The beds in the campsite beckon. 



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Play in sand and water

The body of water near Tsumkwe and the Zambezi region's Four Rivers Route, the sandveld in the Khaudum National Park, the endearing Ju/'Hoansi residents of Grashek, and the abundance of wildlife around you... The north of Namibia makes for an epic trip.

Text and photos **Marzahn Botha**

"One giant theatre performance. That's what this tour is," says Phil van Wyk, tour guide at Bhejane 4x4 Adventures. Phil is from Goghas and he is the stage manager. He ensures you're at the right place at the right time to experience the suspense and feel the adrenaline.

His Land Cruiser is packed like a train in India. Next to it is a Hilux taking strain under its load of 750 kg. This belongs to Harry Kielblock, Phil's partner. Together with his team, Malcolm Gawie and Hansie Ruben, a Nama from Goghas, Harry drives ahead to ensure the comfort of his clients at the six different campsites on the route.

The vehicles of this hotel-on-wheels each carry 40 l extra diesel, fridges, water, tents and food for 27 people. We're talking about, among other things, 70 kg meat, 155 eggs and 10 kg cheese for 10 days.

AREBBUSCH TRAVEL LODGE, WINDHOEK, TO GRASHOEK | 600 KM

Meeting place

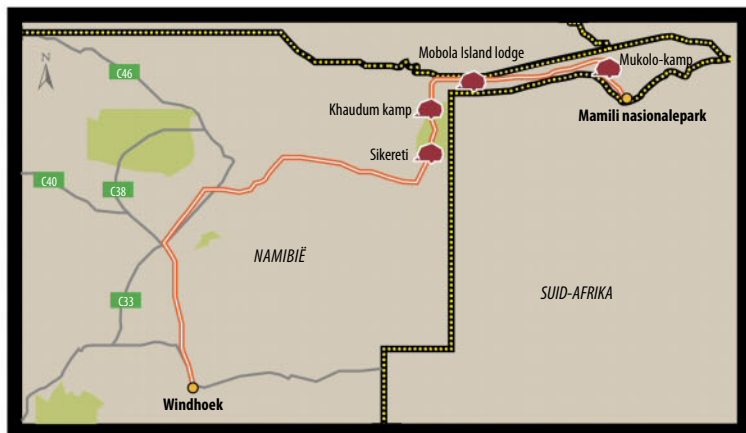
It's easy to get to the Arebbusch Travel Lodge from Windhoek. On the B1, head

in the direction of Okahandja, then Otjiwarongo. There's a Spar and a great Tops, but be careful of long fingers – tourists often fall prey to thieves here.

On the way to Otavi, the granite koppies and stone spheres flash past and you see kudus on the side of the road. Fill up at Grootfontein and take the B8 North to the C44 and turn right. Stop at the quirky pink caravan that's manned by Bernard Shilongo and buy chilli sticks and droëwors. You're going to need it on the 75 km corrugated road to the Tsumkwe conservation area. In the north, the makalani palms (*Hyphaene petersiana*) line both sides of the road like skyscrapers.

"The corrugated road is a good test to see if your tyres are too hard or too soft. If it's too hard, you're in for a bumpy ride," says Phil. At the western gate of the conservation area, visitors are reminded of the red line that runs across the width of Namibia. You're allowed to bring meat and animal products in, but not take it out.

As soon as you drive through the gate it's 6 km to the Grashoek camp. >



DAY 1 | GREETINGS AT GRASHOEK | 12 KM THERE AND BACK FROM THE GATE

And old culture

Nigao Niaici calls himself the wise man of the Ju/'Hoansi tribe. He is one of the San people who accompany visitors on the bush walks. Nigao's legs are full of cuts from where he bled himself out after a puffadder bit him. Day visitors can visit the Ju/'Hoansi Living Museum to walk with the San in the bush. It costs R150. You can also dance with them and sit with the women as they make beads out of bits of ostrich eggs. Nigao and Namibian tour guide Werner Pheifer started the initiative to protect the traditional San culture and show it to the world in 2004.

Because it's a conservation area, the San aren't allowed to hunt here. Take some time to peruse the crafts and look at the names of the artists' ornaments.

The proceeds go straight to the artist and R5 goes to Grashok. Please resist the temptation to give sweets to the local kids. Rather give them pencils or tennis balls.

Today is officially the first day of the tour. If you've come this far, you've driven about two full days already. Phil meets the group at the gate and hands out radios. With headlights on, the convoy drives to Grashoek, where the tented camp has already been set up.

There's no hot water for showering and you have to boil water to wash up. The toilet facilities are also very basic.

DAY 2 | GRASHOEK TO SIKERETI CAMP, KHAUDUM | 267 KM

Through deep waters...

By 8 am the convoy is ready to travel the 147 to Tsumkwe at 80 km/h. Large false mopanes, mopanes and camel thorn trees flash past. Phil says cold tyres can be anything from 1,5 bar in front and 1,8 at





BOTTOM LEFT Buy chilli biltong at the pink caravan outside Grootfontein en route to Grashoek.

TOP LEFT The 4x4 vehicles ride the high tide of the Naye-Naye Conservation Area.

BOTTOM MIDDLE Grashoek's mangetti trees provide the necessary shade.

BOTTOM RIGHT The sun sets over Grashoek's se Ju/'Hoansi San Living Museum.



the back. Hot tyres are 1,8 bar and 2,1 bar. At Tsumkwe, the convoy turns right at the filling station. Hundreds of African openbill (*Anastomus lamelligerus*) call near the Naye-Naye Pans (30 km).

"Google Maps says there's a nice picnic spot at the Naye-Naye Pans," Jacomi Hanekom shouts over the radio. "Google Maps must be a woman, because no matter how many letters you punch in, she gives you 10 options," jokes Phil.

About 2,5 km before the pan, the water level looks high. Phil chats to the drivers of the 11 vehicles over the radio. "Okay, I want everyone to maintain one speed. Ride the wave. Keep in your track and let the momentum carry you forward."

Bakkies built for driving surf here. Take a deep breath and stay calm. And stop once you're through the water so you can remove the sedges from underneath your vehicle – it mustn't get hot.

We first eat lunch at the Naye-Naye Pan to gather strength for the second surf session and the return journey to Tsumkwe. When you get to the filling station, patience is the key word: The vehicles are thirsty, the pumps few, and the service slow.

Head north on the D3315 to Sikereti Camp (60,8 km) in the Khaudum. The camp is very dark, but the roaring fire keeps the howling hyenas away. >



“
The distance may not sound like a lot, but things can go wrong quickly. The sand devours time, so forget about covering lots of ground.

DAY 3 | SIKERETI CAMP TO KHAUDUM CAMP | 114 KM

The Landie drama

The Khaudum National Park isn't exactly popular because of an abundance of game. Rather, it's a reserve for sand-driving enthusiasts or someone who wants to test the strength of his or her vehicle. The most important thing to remember is to deflate your tyres, because it's a long drive in deep sand.

From Sikereti, drive north to the Tarik Kora waterhole (64 km). Don't go too early in the winter months as most of the animals only come to the waterhole from 11 am. Drive in 4x4 so your vehicle labours less. If you leave at 8 am and maintain a speed of 22-25 km/h, you should reach Leeupan 2 at 12 pm, right on time for lunch. If you're lucky, an elephant might greet you.

It's not recommended to tackle Khaudum on your own. The rule is two vehicles, but three is safer. In the mornings the vehicles usually drive through the sand

without any trouble. In the afternoons the sand is hot and the vehicles tend to sink in. And then it's still 52 km to Khaudum Camp.

And it's exactly here where one of the vehicles in our convoy, a Land Rover Freelander, decides it's had enough. First it struggles heavily – maybe because of a dirty radiator, the leftover sedges, and the previous day's surfing session. The other issue was the Landie's questionable ground clearance. It almost gets stuck more than it moves. Thanks to a Land Cruiser and Phil's resourcefulness, a crisis is averted. But it means the Cruiser has to tow the Landie for a large part of the trip to Khaudum.

DAY 4 | LAZING AROUND IN THE OMURAMBA AT KHAUDUM CAMP

Where the wild things are

Today, we're taking a break. It's a day for a quick game drive in the omuramba, a Herero word for “vague riverbed” (or old river between the sand dunes). Yesterday,

two lions in the omuramba area were fitted with GPS collars but today they're hiding from us. We do see a few lone elephants, a herd of blue wildebeest, gemsbok and many vultures. According to Phil, the game here is proper wild. The animals don't stand around inquisitively – they head into the bush at the first glimpse of a vehicle.

Harry and his team serve up bacon and eggs in the bush. Later we get an opportunity to spray down our vehicles' cooling systems, wash off oil marks and fasten ropes.

Late afternoon, we drive out to enjoy a sundowner at a waterhole while the setting sun glows over the omuramba.

DAY 5 | KHAUDUM CAMP TO MOBOLA ISLAND LODGE | 120 KM

Buried in the sand

The 8 km between Khaudum Camp and the park's northern gate was dragged this morning, meaning the track is wider and drivers fight with the median in the middle and the sidewalls. Deflate your tyres to

1,2 bar in front and 1,5 bar in the back. Rather drive in low range, third or fourth gear – even second – because 4x4 can be too bumpy.

In the drive to the northern gate, road signs indicating elephants and wild dogs flash past. Keep your eyes on the road, because the black dust cloud of the vehicle in front of you clings to your windscreen.

Turn right at the gate, drive north along the fence and follow the road for the next 46 km to the B8 or Trans-Caprivi highway.

This distance might not sound like a lot, but things can go wrong very quickly. The sand devours time, so forget about covering lots of ground.

Once you get near Katere on the B8, drive in the direction of Divundu. Go slightly more north towards the D3402 corrugated road that runs parallel with the Kavango River.

Welcome to Kavangoland, the place of the Kavango people and their lifeblood, the mighty Okavango River. For more than 350 km, the river forms the border between Namibia and Angola and then runs through the Zambezi region to Botswana and the Okavango Delta for 50 km.

Our campsite for the evening is Mobola Island Lodge, named after the mobola plum. It's on the banks of the Okavango and belongs to the German, Alexander Both. Swim in the pool, walk across the suspension bridge, and drink a sundowner



at the Mobola Island bar. After all the action at Khaudam, Mobola is a welcome respite. A much more relaxed part of the tour – the Four Rivers Route in the Zambezi region – lies ahead.

DAY 6 | MOBOLA ISLAND LODGE TO MUKOLO CAMP | 245 KM

Hear the cry of the owl

The Four Rivers Route gets its name from the four rivers eco-system – the Okavango, Kwando, Zambezi and Chobe – that flows through the Kavango and Zambezi

regions. It stretches from the small town of Nkurenkuru in the northeast of the Caprivi to Livingstone's mighty waterfall in Zimbabwe.

Fill up at the Hombe supermarket's filling station in Divundu and take a group photo. And buy a few beers or a bottle of good South African wine. Outside Divundu is the Popa Falls ("place of water") in the N||goabaca conservation area. Before the Okavango River flows into Botswana (it's 1,2 km wide here), it drops 4 m and creates rapids in the form of the Popa Falls. >



TOP LEFT The sand in Khaudam is strictly for adventure-seekers only.

TOP RIGHT Lunch under the tree at Leeupan 2 in Khaudam. Elephants are fond of drinking water here.

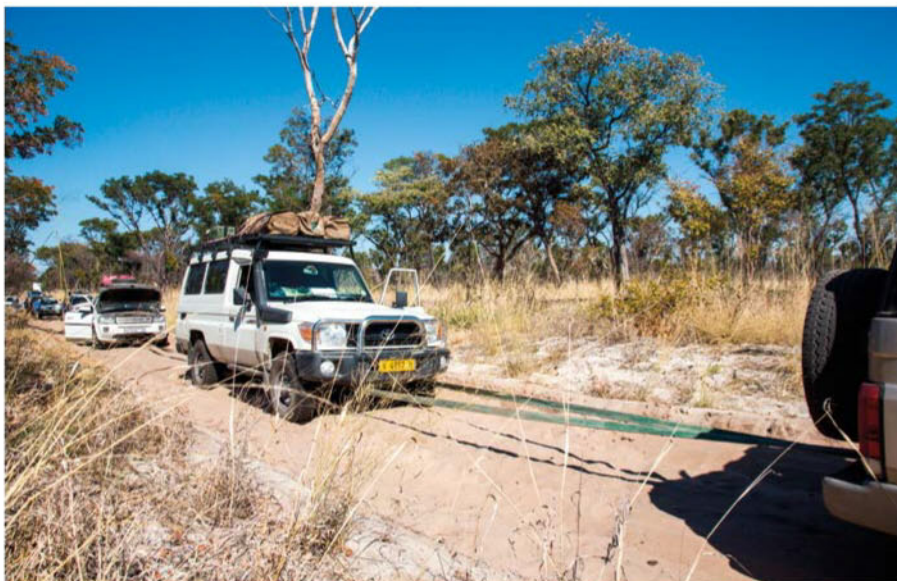
BOTTOM RIGHT One of the stands at the Khaudam campsite overlooking the omuramba.

Entry is R20 p.p.d. Get back onto the B8 and drive about 180 km to the eastern bank of the river and the reception area of the Bwabwata National Park (formerly the Caprivi National Park). Get your permit, put your vehicle in four-wheel-drive mode, and shoot through to Fort Doppies, a former Recce base. Fort Doppies was named after a vervet monkey that loved stealing the soldiers' ammunition. Terry, the tame lion, allegedly also carried around the soldiers' shoes. Raise a glass to Fort Doppies' animals of yesteryear. These days there are only shy lechwes splashing around.

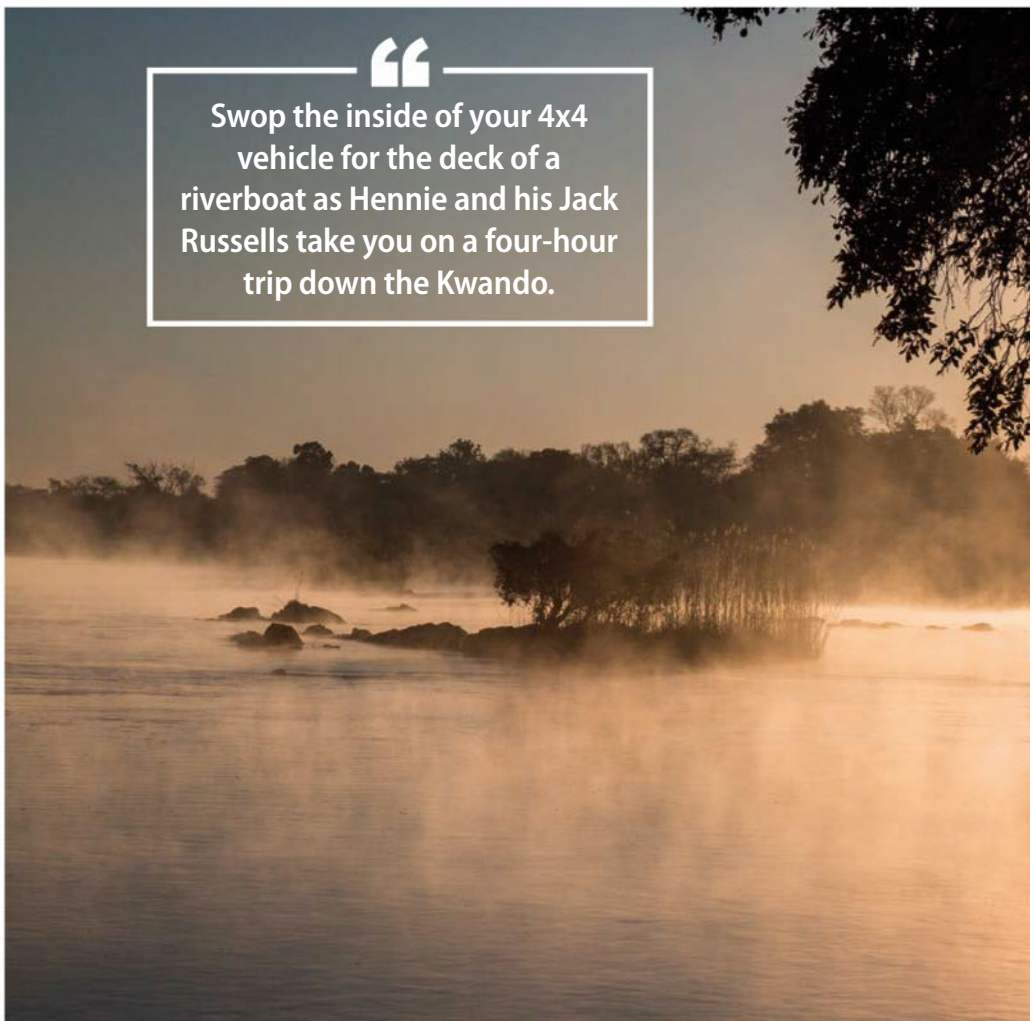
Bwabwata's main entrance is about 7 km from Kongola. Drive through Kongola and turn right after the filling station on the C49. The turn-off to the Mukolo Camp is approximately 8,5 km from the filling station, on the right-hand side of the C49. The camp has a lovely deck overlooking the Kwando River. Two crocodiles check out the guests and two stout Jack Russells



LEFT Ben Smit and Richard Margetts enjoy the balmy waters at Mobola Island Lodge. **BELOW** It's all teamwork as two Toyota Land Cruisers work together to pull a Land Rover Freelander out of the soft sand just outside of the Sikereti Camp in Khaudum.



“
Swop the inside of your 4x4 vehicle for the deck of a riverboat as Hennie and his Jack Russells take you on a four-hour trip down the Kwando.



stand guard. The campsite's separate shower and bathroom facilities are spacious. You always tend to sleep more soundly next to water – maybe it's the sounds of the barn owl or the African scops owl lulling everyone to sleep.

DAY 7 | BWABWATA NATIONAL PARK | 80 KM

Look at all the animals!

If you're visiting these parts during winter, you don't have to get up early. At 9 am it's still fairly dim in Bwabwata and the animals slowly start making their way to the Kwando River. Only the big cats come to drink before sunrise.

Visitors can spend the entire day in the park. You can drive all along the river or brave the Horseshoe Route. The wildlife is impressive: zebras, large herds of buffalo, hippos, elephants and loads of impala. There are also wild dogs close by. According to our tour guide, Gift Liembani, the first lions will appear once the buffalo come. They usually migrate from Angola,



Swop the inside of your 4x4 for the deck of a riverboat as Hennie and his Jack Russells take you on a four-hour trip on the Kwando. Close by a hippo grunts in the red water – it looks like this because of the iron oxide at the bottom. An angry male hippo charges towards the boat from the shore.

Hennie says the Caprivians like to eat the pips of the reed bulbs along with their meat as a side dish.

DAY 9 | MUKOLO TO NKASA RUPARA ISLAND CAMP | 60 KM

Finally, a hot shower!

Drive on the C49 to Mudumu National Park (40 km). It's an intimate park with sandy patches, sprawling savannas, mopane plantations and the Kwando River which forms the western part of Botswana. There are no fences, meaning elephants roam freely across the border.

Drive in 4x4 so your vehicle doesn't have to work too hard. (Four-wheel drive is a must.)

Phil knows a thing or two about tracking. After an hour he stops in the swamp on >

LEFT The morning view from the Mobola Island Lodge.

BELOW Stop for lunch at the old Recce base, Fort Dopperies, in the Bwabwata National Park. The lechwes roaming the area splash about in the water to get away from visitors.

Botswana and other parts of Namibia. "When it rains from November to March, the bush becomes a swamp and it's difficult to spot animals. As soon as it's dry, they usually come to the river."

Anglers keen to take on tigerfish can traverse the tributaries along with the owner of Mukolo Camp, Hennie Köhne. His riverboat sets off at 2 pm with six people on board. It costs R900 per boat (R150 p.p.).

DAY 8 | BOAT TRIP ON THE KWANDO

Beware the hippos

Hiking enthusiasts can walk along the tributaries of the Kwando with guides. It's difficult to fully grasp the size of the water mass of the Four Rivers area. The Kwando originates in the Angolan highlands and flows south through the Caprivi Strip to the Linyanti swamp on the border of Botswana. Below the swamp, the Linyanti River flows together with the Chobe, and then becomes the Zambezi. The river basin in Angola, Zambia, Botswana and Namibia is 96 778 km².





ABOVE You'll see plenty of animal life from the safety of a river boat along the banks of the Kwando river.

RIGHT Curious hippos in the Nkasa Rupara National Park watch the visitors.

FAR RIGHT Watch elephants romp about in the reeds at Mudumu National Park.

BELOW The grounds of the Nkasa Rupara Island campsite are shaded by massive ebony trees and are located a stone's throw away from the Kwando.



the western side of the park. It's as if the herd of elephants sought out the farthest corner to eat the papyrus plants in peace.

When you get back onto the C49, turn right onto the D3518. Carry on for about 30 km to the Nkasa Rupara National Park. Camp at the island camp underneath the large fig and ebony trees that supplies the necessary shade.

The water beckons, but don't risk it. The camp is hot but the donkey is stoked late in the afternoon so that everyone can enjoy a relaxing shower.

DAY 10 | NKASA RUPARA NATIONAL PARK | 22 KM

It's a wet world

The Nkasa Rupara National Park has the largest wetland within a conservation area in Namibia. During the rainy season (November to March), about 80% of the park is covered in water. That means it's a safe haven for the animals that live amongst the reeds, in the wetland and swamps of the Linyanti Swamp.

Just like at Mudumu, this park is for the connoisseur. You can't drive too far into the park because most of it is under water. The large animals hide away. Impalas, lechwes and hippos are everywhere. Here and there a puku. It's bird heaven in the river island system – more than 450 species reside here. White-faced ducks, pygmy geese and squacco herons are everywhere.

Have a sundowner at one of the pans with makalani palms on the horizon.





It's an oasis for herds of curious hippos. It's also here where you can reflect on the contrasts in the Caprivi – the contradiction of wet and dry, sand and water, man and beast, dry and lush...

DAY 11 | THE LAST DAY

Till we meet again

It's time to say goodbye. The Bhejane team also packs up because in three days' time they roll out the next hotel-on-wheels in Kaokoland.

There will certainly be less sand and water than this scene.

I also want to go!

You need a 4x4 with low range for this route. In winter it's not necessary to take prophylactics but it's safer to do so during the summer months. Make sure you take along two spare wheels and 40 l diesel or 60 l petrol. Double check your ground clearance height.

PARK FEES

Entrance to most of the parks is R40 for foreigners, R30 for South Africans and R10 for a vehicle with less than 10 passengers. You can buy a day permit at the gate.

Bookings namibweb.com info@namibweb.com

GPS S18.115336 E 21.669272 (Bwabwata) S18.100000 E23.600000 (Mudumu) S1927 E23.669466 (Nkasa Rupara)



Stay here

AREBBUSCH TRAVEL LODGE

This is convenient if you only want to spend the night and get onto the B1 quickly. Camping costs R135 p.p.p.n. and a self-catering unit R1 240 p.n. for two. A double room is R1 340 p.n. (breakfast included).

Contact 00 264 61 252 255

arebbusch.com

GPS S22.61175 E17.08641

JU/'HOANSI-SAN AT GRASHOEK

This is 152 km west of Tsumwe. Camping costs R40 p.p.p.n. There are two pit toilets and bush showers, and the water is limited (and not hot!). There is wood for sale.

For R150 you walk with the Bushmen and also for R150 you can go watch them sing and dance.

Contact lcfn.info/juhoansi

GPS S19.23969 E19.24302 (Grashoek)

KHAUDUM NATIONAL PARK

Entrance to the reserve is R10 p.p.p.d. for Namibians and R30 for South Africans. It's R10 per day for your vehicle. The Sikereti Camp is basic with a hot-water boiler (bring your own wood) and toilets. The camp is R100 p.p.p.n. and R100 per vehicle.

GPS S19.10452 E20.70557

KHAUDUM CAMP

There are six new stands but no electricity. Camp at R300 p.p.p.n. Each vehicle needs about 100 l of water, food for three days and 40-60 l extra diesel or 60 l extra petrol.

Contact 00 264 66 255 403

namibweb.com

GPS S18.50390 E20.75409

MOBOLA ISLAND LODGE

This is arguably the most beautiful campsite on the banks of the Okavango. Enjoy the suspension bridge and the bar on the island. There's electricity and visitors can go on a boat trip at R200 p.p. You can also rub shoulders with the locals at R200 p.p. There are six stands at R100 p.p.p.n. and four bungalows at R500 p.p.p.n. sharing.

Contact 00 264 81 230 3281 mobola-lodge.com mobolalodge@gmail.com

GPS S17.990966 E21.330570

MUKOLO CAMP

There are five self-catering units and three luxury stands with spacious and hot showers. Three of the stands are next to the Kwando tributary. There's wi-fi at the reception office, electricity, a bar and a pool.

Contact 00 264 81 124 0403 or 00 264 66 250 408 mukolocamp.com

mukolocamp@mtcmobile.com.na

GPS S17.875240 E23.341358

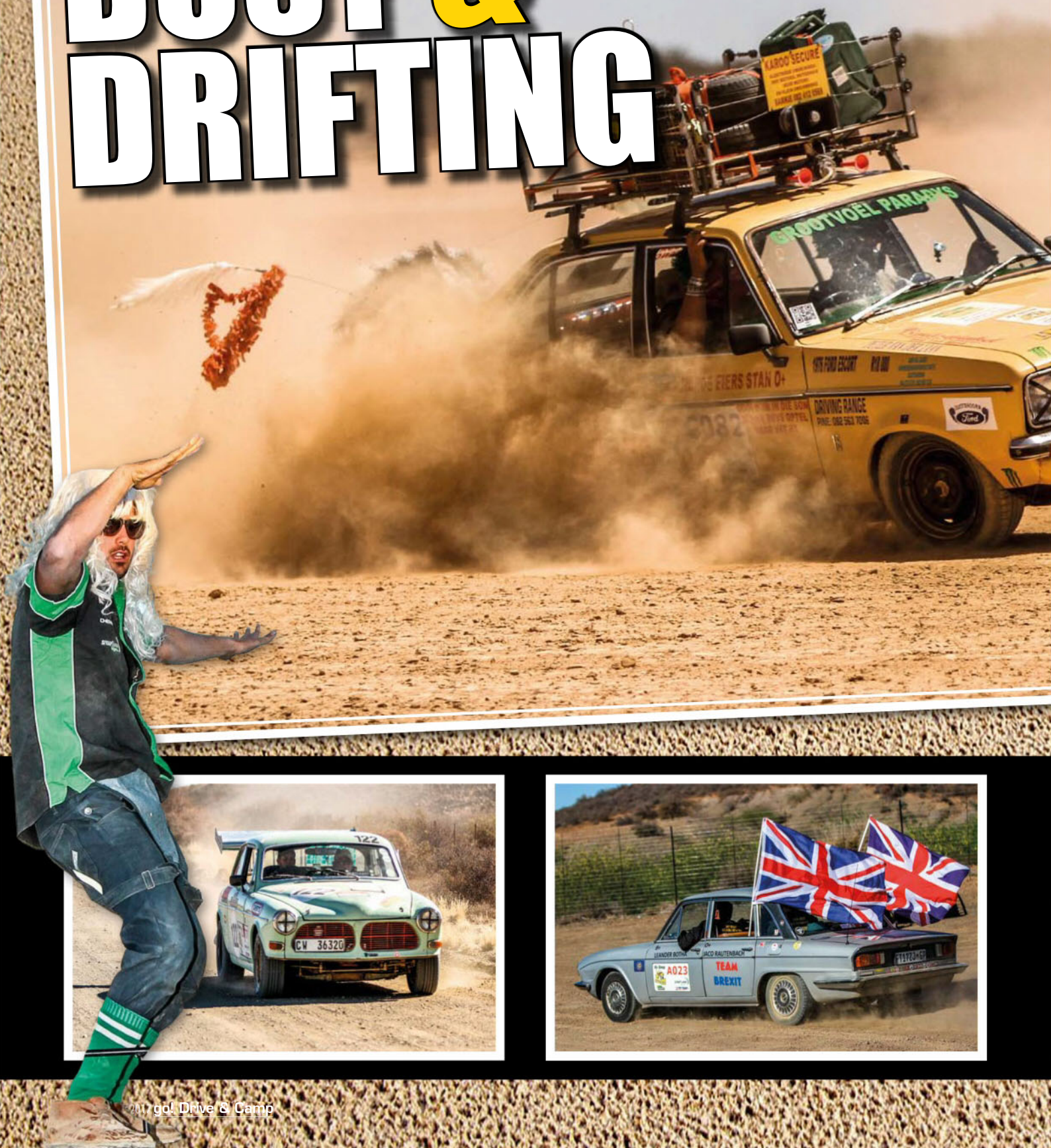
NKASA RUPARA ISLAND CAMP

Camp beneath large ebony trees. The water boiler is stoked late afternoon for hot water. The river trickles but the stands overlook the river. It costs R180 p.p.p.n. Self-catering units are R900 p.n. and family units are R1 600 p.n.

Contact 00 264 81 553 4616 or 00 264 81 147 7798 info@nkasalupalalodge.com

GPS S18.351644 E23.669540

DUST & DRIFTING



FULL THROTTLE. Surely not since Sideways Sarel in the 70s have we seen a Ford Escort flat out on dirt like this. There was an international flavour at Vanwyksvlei this year, what with the colourful characters, British flags and the French brigade – red berets and all.



The biggest, the baddest and the best ever Bull Run happened at its new home in the northern Karoo.

Text Kyle Kock **Photos** Piet Van Wyk



After six years in Vosburg, the Bull Run and the 150-strong herd of testosterone-charged, adrenaline-fueled classic cars moved camp to Vanwyksvlei in the Northern Cape. The participants went all out dolling up their steeds – all predating 1980 and costing less than R25 000 – and the stage was set for an epic event of team revelry and engines revving.

Thursday night we braaiied, and on Friday morning, the teams tackled the gruelling stage race for the Friday, with strict instructions to abide by the law (drivers are breathalysed and cars are timed to the local restrictions).

Saturday's action took place on Wilhelm's pan, a massive dirt pan 15 km outside town, where drivers

tested their abilities in the form of gymkhanas and the customary head-to-head drag racing. Drivers also got the chance to drift the way you see in the movies. All you could see was dust.

On the next few pages you'll get a taste of what this year's edition was like. (Just without the fine dust in your eyes, nose and mouth – Ed.) It's an event without compare and we marvelled at the themed teams, flamboyant vehicles, outrageous outfits and preposterous props that have become part and parcel of Bull Run.

If you want to join in the fun next year, you'll have to be vigilant and enter early – tickets sell out within the day they go on sale.

Till then, watch a video of this year's event on our website. >





TEAM SPIRIT. The array of accessories you can expect to find at the Bull Run includes oversized spotlights, trophy horns and leather-clad helmets. The guys in leopard print and the ladies with their pink hats definitely turned a few heads.





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START YOUR ENGINES. Drivers were champing at the bit on day two show what they were made of on Willem's pan and the competition reached new heights as they showed what their cars were made of. Fun was had by all and plans are already underway for next year's event.



Bull Run 2017 bought to you in partnership with IRONMAN



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- Heavy duty 9000D outer material
- Carry handle with non-slip rubber grip
- 0.8m Extension lead with battery clamps
- Everything needed to charge your battery is included, except the sun!

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Incl. VAT



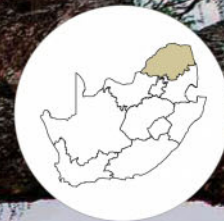
www.ironman4x4.co.za



Spoilt in the Bushveld!

Stressed out? Life getting too hectic? Then Kazi Mingi's intimate little campsite is just what you need.

Text and photos **Helenus Kruger**

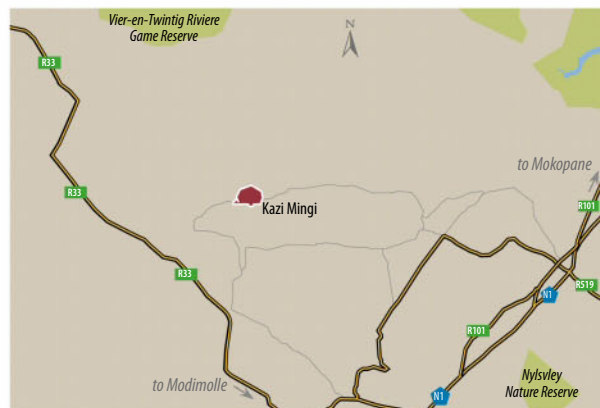


The farm Kazi Mingi lies in the Mootvallei, just north of Modimolle, and between the Waterberg and Swaershoek mountain ranges. This is where Kobus and Trudi Nel farm with mostly avocados, guavas, pecan nuts and macadamias. They also plant a few cash crops, but those usually suffer under the baboons.

In October, when the guavas are ripening, their tropical scent

permeates the orchards. Next to the guavas, the macadamias start changing colour from green to brown here and there, while the pecan trees start sprouting their first green leaves.

Trudi hails from Kenya originally – hence the farm's Swahili name, meaning 'hard work'. It's here, on the farm, that she's established a small, intimate bush camp between the indigenous Bushveld trees with only five stands. >



And each of them has enough privacy to ensure the Bush feeling doesn't get lost.

Trudi's love for this project is clearly visible. The campsite is well laid out, painfully neat and there's great attention to detail. Take the quirky names for example: you swim at the 'Doopvont' (Baptismal Font), braai at the communal 'Kuierkraal' (Convivial Spot) and shower outdoors at 'Loergat' (Peephole). Each site also has its name painted on a stone. And then there are the bathroom walls, neatly decorated with African art and the mirror with its barbed-wire frame.

Upon arrival at Kazi Mingi, you first stop at Trudi's home. After greeting and a chat, she'll take you to the campsite about 1 km away. On the way you drive past the orchards with rows of guavas, nut and avocado trees. After the orchard, it's a short

drive through Bushveld trees to the Meriti Mingi camp where Ronnie, the rhino statue, welcomes you. If you're towing a caravan, take care here as there are a few sharp turns with trees very close to the road.

Meriti Mingi means 'many trees' in Swahili, and you can see why. It's set on a stony hill and there are so many Bushveld trees, you can't see all the other stands.

You won't find giant green lawns with caravans strung together like sardines here. And no noise either: the Nels won't allow any and you must keep the noise levels down at all times and take your neighbours into consideration.

Home with the pigs

Get your binoculars out: with all the trees around, the camp and surroundings are an excellent place

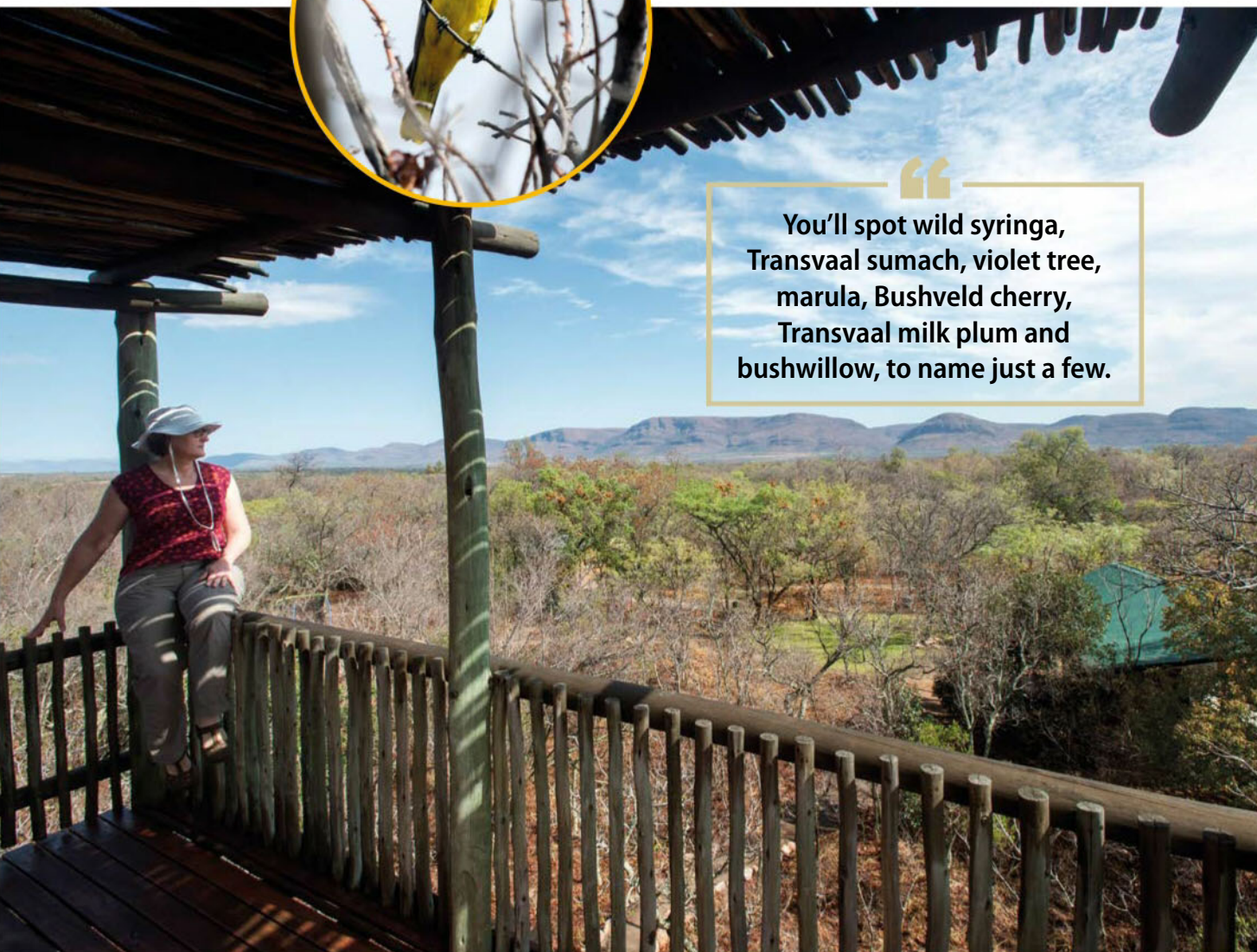
to see birds, especially in summer when all the migratory birds are home. And, should you want to identify the trees, you only need to take a short walk. You'll spot wild syringa, Transvaal sumach, violet tree, marula, Bushveld cherry, Transvaal milk plum and bushwillow, to name just a few. Ask Kobus to show you around. He knows these trees as if they were his kids.

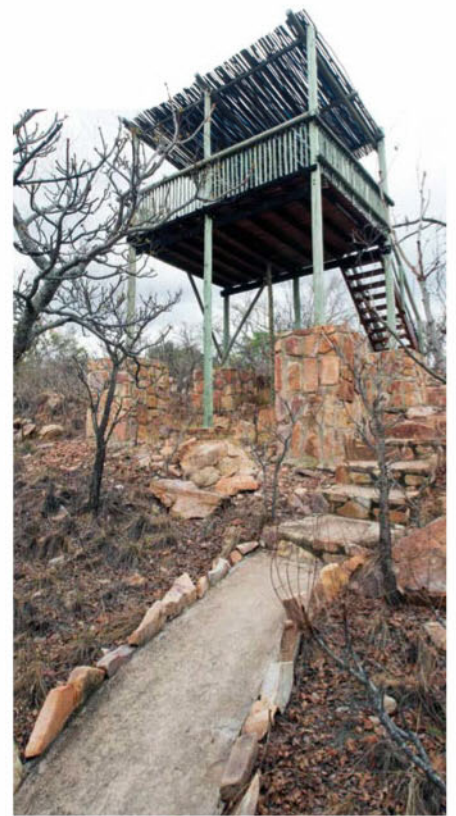
The five circular stands are spread throughout the camp and laid out under the trees with field grass in-between. The sites are far enough apart so you don't keep seeing your neighbour. As many of the trees were kept when the sites were cleared, each one gets a fair amount of shade in summer.

The sites are all numbered and named after pigs. The name is neatly painted on a large stone at each site. You can choose to set up camp at Bosvark (Bushpig – no 1), Vlakvark (Warthog – no 2),



You'll spot wild syringa, Transvaal sumach, violet tree, marula, Bushveld cherry, Transvaal milk plum and bushwillow, to name just a few.





LESS IS MORE. There are only five stands but they are separated by thickets and so you'll rarely be aware of your neighbour's presence.

Even if you prefer peace and quiet, there is a playground for the kids who'd rather run around, swing and splash in the pool than 'waste' their time relaxing in the shade like grownups do.



Krimpvark (Hedgehog – no 3), Ystervark (Porcupine – no 4) or Aardvark (no 5).

Vlakvark and Ystervark are closest to the ablution facilities, boma and pool, while Bosvark, Krmpvark and Aardvark are a little further away with more veld and trees surrounding them. With the exception of Vlakvark, all the stands are about nine steps in diameter. The oval-shaped Vlakvark is the largest and lies closest to the entrance. It has room for two or even three caravans or tents and, if you camp on either side of the big wild syringa trees in the middle of the stand, you'll enjoy the shade of both.

You can request a specific stand in advance, but Vlakvark is held aside for groups. Anyone can camp there, however, if a group hasn't booked it.

Bosvark lies next to Vlakvark, about 20 steps away. Your view of the Bushveld extends almost right around you, and if you turn your caravan's back to the camp, you won't even see your neighbours.

Ystervark lies more or less in the middle of the camp, in-between the two ablution buildings. It's the stand that has the least privacy with the footpath to the ablution facilities, swimming pool and viewing deck next to it. But remember there are only five stands in the camp and it shouldn't get so busy that you'll be bothered that much. Just swing your caravan away from the path for a bit more privacy. >

Krimpvark is further away from communal areas and, like Bosvark, has a wide view of the Bushveld.

The gold medal for privacy, however, goes to Aardvark. This stand is at the end of the camp and is surrounded by fields and trees. It's also the furthest from the ablution facilities but, if privacy is important to you, the short walk is a small price to pay.

All five stands are level and have LM grass and a lot of shade. There's a power point (ordinary socket) at each one (Vlakvark has two), a camping light that turns off, a tap, a bin and a drum for your campfire ash.

Around the fire

Each stand has its own little boma that's big enough for a family to gather around. The height of the square grid can't be adjusted, but the grid is big enough to braai a few Blue Bull steaks at once – well, enough for the whole family and another handful of people. There's a tripod on which you can rest your own grid as well as an iron poker to move coals around. You can use the dry sticks at the boma to get your fire going, but bring your own wood.

If you want to braai with your neighbours, move to Kuierkraal, a big boma opposite Vlakvark. This boma, with the stars for a roof, has a good 17 seats around the fire and the braai area (with grids) is almost 2 m in diameter.

There are plenty of work areas here to cook side dishes and place crockery and cutlery. Inside the boma is a concrete table with a tiled work surface. There's a light, power point, tap and bin. If the weather gets bad, the dishes can be moved to the roofed area at the entrance of the boma. This section is closed on three sides with branch screens and has a work surface, sink, power point and light.

Further down the camp, next to the furthest bathroom, is a second roofed shelter. Here you'll find a round table with four chairs, a dartboard (bring your own darts) and even a stage for when uncle Kosie suddenly gets the urge to make a toast to aunt Lena.

For those who don't want to camp, there is a permanent tent and a bush chalet not far from the campsite.

Getting clean

Kazi Mingi has two ablution blocks. The one closest to the camp's entrance has



2 FOR 5. Considering the amount of stands, only five, there are plenty of bathrooms and toilets.

There are no less than two ablution blocks which means that no one will ever have to queue up to use the loo or wash the dishes.





a bathroom (unisex) with a shower, two basins and a long bench on which you can sit as you put on your shoes. Each basin has a mirror with a shelf and there are hooks next to the shower for your towel plus a shelf inside the shower for your soap. A shower curtain stops the floor from getting wet.

The floor, shower stall and walls are tiled and the place is clean and neat. The toilet is separate from the bathroom and has its own locking door. Next to the toilet on the side of the building is a small kitchen with a sink for washing dishes that boasts a working surface on either side, a common freezer and a power point. Outside, behind the building, is a sink for laundry with a cold-water tap.

The other ablution building is further down the camp, not far from Ystervark. This one has a separate bathroom for men and women. Each room has a shower, basin, bench, magazine rack, bin and toilet. There's a mirror above the basin, hooks against the walls and a shelf in the shower.

Playtime

Towards the hill to the right of the stands are a splash pool, playground and outdoor shower. The pool has been fenced in with wooden poles and has a large lawn where you can relax in the sunshine on the armchairs.

FLAME ON. Each stand has its own little boma and you have an opportunity to spend quality time with friends and family while enjoying a cosy fire.



In short | Kazi Mingi



Camping 5 stands with grass and many indigenous trees for coolness in summer.

Ablution facilities Clean, tidy with everything you need in a bathroom.

Cost R125 p.p.p.d. (R90 for pensioners and children between 6 and 12; under 6 stay free).

Contact 083 255 7590

kaziminingiguestfarm.co.za

kaziboskamp@gmail.com

Arrival and departure times 10am and 12pm, but you can leave later if no one has booked your stand.

What does the road look like? Highway until just before Modimolle, then a narrow tarred road for 16 km, with the last 23 km a bad dirt road with corrugation and washed-out rocks here and there. It is not suitable for an ordinary caravan; bring your off-road trailer or a tent. A regular sedan should make it if you drive carefully. From the dirt road, there is a twin track to the campsite.

Nearest town Modimolle 39 km.

GPS S24.457998 E28.347577

go! Drive & Camp says come and enjoy the silence in an intimate campsite with plenty of privacy.



The outdoor shower – or Loergat – has a screen made of twigs, but only has cold water. It's ideal if you want to cool down in the summer months, though you have to wait until dark before you shower, as the twigs have spaces between and the shade netting around it won't keep any Peeping Toms out...

And for sundowners...

Next to Ystervark, a short, rocky trail leads to an observation deck. From the top you have a view of the surrounds: in front lies the Mootvallei, further on the Waterberg and, behind you, the Swaershoek Mountains. Take something to eat and drink while the sun paints the treetops with gold.

Say cheese!

On your way home, stop at the goat's milk cheese farm Geluksfontein. Order a cheese platter (R80) in the restaurant or eat something light. Breakfast costs R55-R70, while the delicious R20 mince jaffels are good value for money.

Take a shortcut by turning right at the Alma board, 7 km from Kazi Mingi, rather than driving straight to the tar road the way you came in. After 13 km, turn left onto the R33 – the farm is 9 km further on your left. (GPS S24.501494 E28.233075) 📍

This is what it costs

(2 adults)

Fuel (95-octane petrol)
@ 8 2/100 km and R13-21/l
and 360 km (both ways) **R380-45**

Tollgates (both ways) **R144**

Accommodation (2 nights) **R500**

Food (2 people) **R908**

Total **R1 932-45**

42 days through Africa

They recently realised their dream adventure by taking the road to East Africa, says Johann and Ada Dempers of Paarl.

It all started with a very innocent question: "Well, where are we going next?" This was after a trip through Botswana and our group was reflecting over the few days.

"Where do you want to go?" asked Jacques Fouché, our organiser and tour leader.

I thought for a while, and then suggested we should head further, East Africa. A proper bucket-list adventure: Uganda's gorillas, the Serengeti, everything.

Many liked the suggestion, and soon our plans began to take shape. We'd be travelling through Botswana, Zambia, Tanzania, Rwanda and Uganda to Kenya and then return via Tanzania and the Serengeti, Malawi, Mozambique, Zimbabwe and Botswana.

There was no shortage of interest. The Dempers would travel with Marius and Magda de Jager of Paarl, Frikkie and Winnie Cronjé of Riversdal, Dirk and Linda Ehlers of

Somerset West, Elmien Larney and Abrie Beukes of Wellington, and Willa and Bobby Gibson, and Georgie and Adri Gibson, of Ceres.

The anticipation builds...

"The closer to the departure date we get, the more we realise a huge and challenging adventure await us. We need vaccinations for rabies, yellow fever, typhus and meningitis, and then we need to get around 50 malaria pills for the trip.

We make sure our passports are up to date and get visas for Uganda and Rwanda. We also get a special permit to go to the gorillas in Uganda.

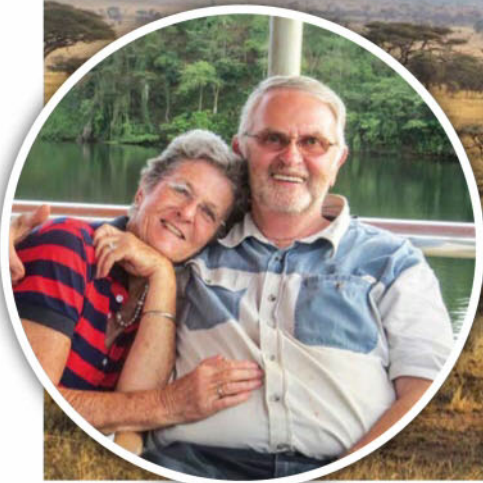
We get a carnet de passage from the AA, which basically involves all the necessary documents for our vehicles. This document will be worth its weight in gold later on in getting us through border posts. We also pay

road tax and third-party insurance and make sure everything is done before we leave.

Time to go!

It's 20 May 2017 and the big day has finally arrived. Outside Mahikeng we all meet at the Botsalano Game Reserve, next to the Botswana border. A camp safari lies ahead and everyone's vehicle is properly equipped with an additional spare wheel, two 20 ℓ fuel cans, a fire extinguisher, spare parts and many more important add-ons.

This isn't Jacques's first rodeo. The man is well oiled and we appreciate the calm way he controls any situation. Esac Kipiri also travels with us – he's the guy who prepares breakfast and dinner every day, >



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and it is always a tasty surprise. He also has a large kettle of moerkoffie on the fire every morning. Delicious!

As our tour progresses, it's interesting to see how each country produces its own surprise – good or bad. In Botswana we drive through a large part of the Kalahari on an almost impassable two-track road and soon Dirk writes off one of his tyres. When his spare wheel becomes another casualty, we're grateful for that extra one. A while later, the towbar of Jacques's trailer's gives up the ghost, but everyone jumps in to help and we're soon underway again.

At the Kazungula border post between Botswana and Zambia, things take a while and it's several hours before we get through it.

We head to Lusaka, and soon realize it's a huge city. The traffic – and the law enforcement – is amazing. Johann is fined because he changed lanes. A little outside Lusaka, Marius, Johann, Dirk and Frikkie are fined because they exceeded the speed limit. They drove 84km/h in an 80km/h zone. In most of the countries we visit, the speed limit is 80km/h. In small villages you have to drive between 30km/h and 50km/h, and in most cases there are high speed bumps that force you to stay within the limit.

Fuel is usually easily accessible, but they don't accept bank or petrol cards. We make sure we exchange enough money so that we can pay cash for fuel.

Setting up camp

Wherever we go, we camp with roof and normal tents. The campsites are basic – there's usually only cold water, but no one ever complains. We are also blessed with wonderful weather – that's except for a downpour in Uganda.

We camp along the George, Albert, Queen Elizabeth, Tanganyika, Victoria and Malawi lakes. They're the most beautiful lakes and we enjoy swimming in them. What an experience! You are surrounded by masses of water and the most beautiful scenery. It leaves you speechless.

Around the lakes, bananas, papaya, mangoes and avocado grow wild and without irrigation. This part of the world gets plenty of rain.

In Tanzania and Uganda, we see tea plantations and rice fields. In Malawi, we find a rubber-tree plantation where we watch how the trees are milked. >



FRESH MEAT, LIONS, WATER CROSSINGS AND SUNSETS. You don't have to go far to find something to braai when you're overlanding through Africa (top left). The Serengeti is teeming with lions that make their home among the branches of tree tops (top right).

Johann drives his Toyota Prado through shallow water in Botswana (left). There are sunsets, and then there are the kind of sunsets you find in the Serengeti. It's an experience you'll find difficult to explain to others (below).



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TOO MANY MEMORIES TO MENTION. Johann and Frikkie find time to ease up and catch 40 winks amid all the excitement (top). Ada and a gorilla get to know each other a little better (right). Quiet time at the Liembe Beach Lodge next to the Tanganjika lake (below left). You're no longer surprised by what you see on African roads (below right). It was a dream trip in the true sense of the word.



Everywhere along the way, you'll see people selling potatoes, sweet potatoes, tomatoes, nartjies, cassava and charcoal.

In places, the roads are in a bad condition. In Zambia, they're building large and wide new roads, but nowhere does it seem that there's any rush. The potholes are plentiful and very dangerous, and our convoy loses more than one tyre because of the road conditions.

Every day's an experience

In Kigali, the capital of Rwanda, we visit the extraordinary genocide memorial. A quarter of a million people are buried here, all victims of the civil war between the Hutu and Tutsi. (More than four million people died in this tragic chapter of Africa's history.)

Rwanda, the most populated country in Africa, is about the size of the Free State. Nevertheless, the country is sparkling clean, because every last citizen – even the president – rolls up their sleeves on the last Saturday of every month and cleans the area. Kigali's streets are neat,

people garden everywhere and you have to really search to find a squatter camp.

We're grateful to the local Toyota workshop where a number of our tour members are helped with spare parts.

In Uganda, we reach the equator and celebrate it with sparkling wine. Of course, everyone at home gets a picture or three of this big event.

Eventually, we reach the Bwindi National Park, home to more than 400 of the world's 900 gorillas. We camp in the jungle in a small hamlet, and the next morning the great adventure begins.

There are three gorilla families in the Bwindi Forest, but they are not exposed to humans for more than an hour a day. Our guide explains we're not to look into the animals' eyes and under no

circumstances may we use a camera flash. Armed with a walking stick, water, a hat, camera and raincoat we tackle the trail through the dense jungle, through water streams and over smooth leaves.

Suddenly our guide stops dead. Then we see them around us: gorillas! This is a family of 16: the big male, 10 females, two young males and three cute little ones. They're calm and just look at us for a while. Then one of the females walks toward us, and while we're immobilised with fright, she first feels Linda's blouse and Ada's jacket before she puts her arm around Johann's leg, as if she wants to give him a hug. The rest remain calm, while the little ones climb the trees. One of them picks wild figs up high and then throws it down.

What an experience.

Heading home

We continue our tour in Uganda and drive to the Murchison Falls in the Victoria Nile where we go on a sundowner cruise. From there, we drive to Kampala, the capital. And then take the road through Kenya, to visit Tanzania and the Serengeti.

We set up camp without any fences around us, while the place is teeming with lions – in one day we easily saw 40 to 50 of them! We also see black wildebeest and zebras in their thousands – it's not something you can describe to anyone; you have to be there yourself.

Then we travel south through Malawi. Lake Malawi is a highlight, but it's the country's artistic inhabitants who catch our eye. They've got some of the best curios we've seen, but there is no space in our vehicles to buy any more.

Our return takes us through Mozambique, Zimbabwe and Botswana. Near Francistown, we all camp at the Woodlands campsite for the last night.

After 14 000km, everyone is safely back home. We're grateful everything went smoothly: nobody got sick and we had no serious damage to any of the vehicles.



Johann and Ada win a Camp Cover
Bundu Bag to the value of R500. This dual-purpose bag can be used as a toiletry or a medical bag. Check out Camp Cover's excellent protective gear on campcover.co.za.



WIN



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TAKE A LOAD OFF

Spending time in the wilderness need not be intimidating. Here are six overlanding solutions to make camping easier and to help you explore further for longer.



National Luna is the preferred supplier to Avis Safari Rentals and their extensive fleet of fully equipped 4x4s. These vehicles tour some of the most remote places in Africa and demand the best in equipment, reliability and backup service.



Visit [avis.co.za /safari-rental](http://avis.co.za/safari-rental) for more information
or call 011 392 5202



Embrace the ice age

Nothing has revolutionised an outdoor way of life quite like the 12V camping fridge. Gone are the days of melted ice and floating lamb chops – now you can run a powerful fridge at ice-cream-freezing temperatures for more than 24 hours on a single battery charge.

But efficiency isn't the only thing that matters. Backup service and reliability are also key features to consider when purchasing a fridge/freezer, along with the fridge's ability to perform in extreme heat and when exposed to excessive vehicle vibration.

National Luna's fridges tick all these boxes. They're designed and manufactured in Africa, for Africa.

Take power with you

Dual-battery power is great, but "power on the move" is even better! Our portable power packs have travelled the globe, from the toughest overland routes in Africa to the furthest reaches of the Australian Outback. It's drop-proof, shock-proof and bang-proof, and it will keep your campsite running smoothly no matter where you are.

The National Luna Portable Power Pack is easy to install and features a built-in dual-battery system, an accurate battery monitor and multiple outlet plugs.

Box clever

For a number of years, National Luna had repeated requests to manufacture a no-frills auxiliary battery box that would make it easier to connect electronic devices to a 12V battery. Instead of just slapping together a plain old plastic box with limited features, the new Auxiliary Battery Box can be fully customised. Yes! Save money by choosing which connection types you require: a DIN/Hella connection, a cigar socket, countless USB ports? The choice is yours!



For more information and other overland solutions,
visit  nationalluna.com or call  011 452 5438.





Get your backup system sorted

As 12V refrigeration becomes more powerful and efficient, so too does the need for bullet-proof backup power. And what could be more reliable than a mechanically proven solenoid system, trusted for 20 years? Indeed, National Luna's onboard dual-battery system has been serving the worldwide 4x4, boating and caravan markets since 1997. It's the dual-battery setup of choice for Avis Safari Rentals and their fleet of hard-working Ford Rangers and Toyota Land Cruisers.



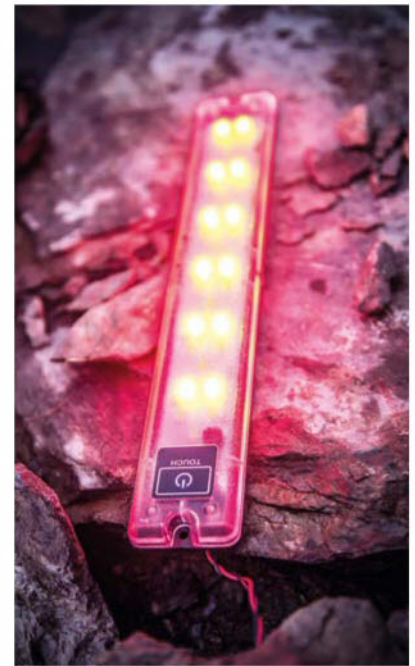
Charge it right

Batteries are expensive. If you don't look after yours, it won't last. To make matters worse, and contrary to popular belief, most vehicle journeys are not long enough to fully recharge a deep-cycle battery, which is why you should connect your auxiliary battery to an Intelligent Maintenance Charger when it's not in use. If not, you'll do permanent damage to the battery.

After extensive research into battery technology and recharge/discharge curves, it became clear that battery maintenance is a critically ignored subject. That's why National Luna invested more than three years into developing this charger. It boasts an eight-step charging program that allows the charger to optimally analyse and restore your battery. Best of all, you can leave it connected for an indefinite period, without the risk of damaging or over-charging the battery.

DID YOU KNOW?

- National Luna is the only camping fridge manufacturer in South Africa.
- National Luna was the first company in the world to design and manufacture a dual-compartment fridge/freezer that used a single compressor. This product was released in 2002 and it took 10 years before the first Chinese copy appeared on the market.
- All National Luna fridges are manufactured and tested to tropical spec (43°C), the highest international fridge/freezer test specification.
- National Luna boasts the world's widest range of 12V camping fridges.



Let there be light

Here's the thing about outdoor lighting: Sometimes you need a lot; other times you want less. The only thing worse than a harsh camping light that ruins the ambience is a dinky light that doesn't let you see anything.

National Luna has an extensive range of LED camping lights, which are all fitted with multiple brightness modes, from easy-on-the-eye to blindingly brilliant. Each also has a dual-colour mode (red or yellow), which doesn't attract insects. There's even a helpful blue light on the back to make your light easy to find in the dark. (Great for caravan and trailer owners.)

Each light is water-resistant and fitted with a polycarbonate lens/diffuser that's almost unbreakable, and each has a built-in battery protection feature that automatically shuts down the light to prevent it from draining your vehicle's battery.

Established in 1987, National Luna is a leading specialist in 12V outdoor products, and the preferred supplier to all major off-road trailer and caravan manufacturers in South Africa. National Luna products are available at all leading outdoor and 4x4 stores.



Visit nationalluna.com or
call ☎ 011 452 5438 to find a dealer near you.



There is nothing fancy about the Bakgatla Resort in the Pilanesberg National Park, but it's a lovely spot for camping, says Jacques Botha from Centurion.

“ We're always on the lookout for new camping spots. When my wife Tina's parents from Sweden visited, we'd booked into a chalet at Bakgatla Resort in the Pilanesberg Game Reserve. This time around, we booked ourselves a stand there.

Tell us more about Bakgatla

The campsite and recreation area is very neat, though it can do with a bit of an upgrade. There are also different camping sections. There's a section for tent (and trailer) campers without electricity, one for tent camping with electricity and then a newer section for caravans or trailers only – and that's where we camped.

The stands are well marked, but not numbered as it's on a first-come, first-served basis. Not all the stands have shade and grass is scarce, but they are generous in size and we could park two cars, my friend's small caravan and our camping trailer on site. Each stand has its own tap and you can request a braai drum.

Are the ablution facilities up to standard?

They were adequate at the particular area of the campground we were at. They are old and a little run down, but were kept neat and clean, which is what's important to me.

Is there any other sort of accommodation there?

They do have chalets and executive safari tents available. We stayed in a chalet on that previous visit. Although a bit pricey, they were very well equipped as far as I can remember.

What can you get up to?

There's a massive pool for cooling off and the lawns around the pool are in a particularly excellent condition. And then, of course, there's the Pilanesberg National Park that boasts excellent game viewing. We forgot our binoculars, but despite that we still managed to spot quite a few rhinos.

What about food and fuel?

There is a small superette that provides the necessities if you forgot something at home. They also have an on-site restaurant for those who don't feel like cooking, but we didn't use it during our stay. The closest fuel is available a few kilometres outside the resort.

What does it cost to camp there?

We paid R400 per night for a caravan site with electricity for three people. Entrance to the game reserve is extra, but if you're camping then you only pay once for the full duration of your stay.



How did you get there?

We took the N1 North from Centurion, then onto the N4 towards Rustenburg and finally the R556 to Pilanesberg. The distance was 182 km but, as it was Friday afternoon and a long weekend (we booked for three nights), traffic was hectic and it took us nearly three hours. Our friend Marlene, who joined us, lives in Randburg and took the R512, which was the better option as it only took her a little more than two hours.



Contact 014 555 1045

bakgatlaresort-pilanesburg.com

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WIN

Jacques and Tina win a **Camp Cover Bundu Bag** worth R500.

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

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All's well in a Caravelle

Volkswagen's Kombi is one of the better towing vehicles on the market, but the Caravelle provides even more pleasure.

Text and photos **Leon Botha**

Who would have guessed that the Volkswagen Caravelle's roots could be traced back to Jan van Riebeeck? This famous settler didn't arrive with just any ship here at the southern tip of Africa, but with three caravel ships: the Reijger, Dromedaris, and Goede Hoop.

The "caravela" was developed in Portugal in the 16th century. It was a versatile ship and highly steerable – it could even sail against the wind.

Volkswagen's Caravelle is equally versatile. Not only is it a superb vehicle for bigger families, but the Caravelle also tows like a dream.

You have a choice between four models, all of them costing just south of a million. The difference in price is related to the finishes and drivetrain (two- or four-wheel drive) but they all have the same 2.0 biturbodiesel engine. Only the Highline models, however, come standard with a removable tow bar and trailer sway control.



VOLKSWAGEN CARAVELLE HIGHLINE 2.0 BITDI DSG



A weighty affair

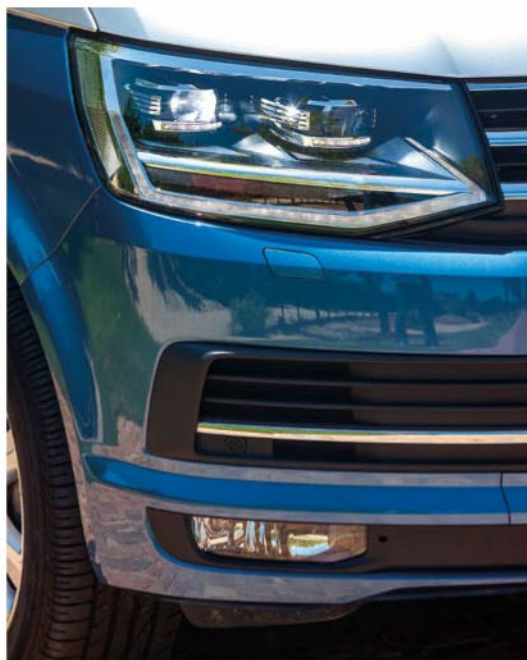
Volkswagen uses the German Westfalia removable tow bar on the Caravelle and allows a tow load of up to 2,5 t. That applies to towing conditions up to a 12% gradient. These inclines are similar to the steepest part of the Prince Alfred Pass near Uniondale.

According to the engine bay data plate underneath the bonnet, the caravan or trailer can't exceed 2 220 kg because the gross combination mass (GCM) is 5 300 kg and the gross vehicle mass (GVM) 3 080 kg. (The difference between the two is, therefore, 2 220 kg.) It's a safe weight, because you don't often see a caravan or trailer of over 2 ton on our roads. The caravan (with overrun brakes) is in any case not allowed to exceed the tare weight of the Caravelle (1 945 kg).

Westfalia's load test on the tow bar is performed at 1 428 kg. That's the D-value on the tow bar that's measured in kilonewtons. In the case of the Caravelle, it's 14 kN.

Even though the tow load is determined at quite a high mass, the nose weight of the Volkswagen on the ball of the tow bar is limited to 100 kg – and that fits with the maximum legal weight allowed. It's advisable to get your caravan's nose weight as close to 100 kg as possible, because the heavier the nose, the more steady the caravan.

It's also not easy to overload the Caravelle. It has space for seven people, and with a bum on each seat and a fully loaded caravan or trailer you're still safe. The weight of the seven people should total about 560 kg (an average of 80 kg each) which means you can still load just short of one ton in the Caravelle with 100 kg on the tow bar. *(If it's one or two of my cousins driving >*



TOP OF THE POPS. The Caravelle is versatile and you can drive around a whole choir of kids and, when it comes to towing, it's ahead of the rest.

Even though Caravelle's lines resemble that of a brick, it is still stylish and you can see the caravan properly in the side mirrors. You must use towing mirrors, however, when the caravan is wider than the Caravelle in the side mirrors.

along you'll fit a lot less into the minibus. – Ed)
The Caravelle itself can carry just over a ton.

Very little to complain about

Volkswagen sets an example with its engine and gearbox combination, especially in terms of towing. This manufacturer was the first to use a "smaller" engine in its double cab bakkie, the Amarok, when the trend was still bigger engines. This 2 ℓ engine completely silenced the critics, and Volkswagen still uses it today – and with 400 Nm underneath your right foot you'll be towing with a smile.

The dual-clutch transmission (DSG) finishes matters off. This gearbox uses two clutches, one each in two separate gearboxes, and works in such a way that there is absolutely no torque loss when shifting between gears. Volkswagen uses this remarkable gearbox in most of its vehicles – from the budget-friendly Polo to the most expensive Touareg SUV. The seven-speed transmission shifts so smoothly you're not even aware of it. You therefore don't have to worry about the Caravelle's gear choice – it shifts before the engine labours and also drives against the gears when you're going downhill.

When you pull away it feels as if the gearbox shifts through all the gears as quickly as possible to get to seventh. At 120 km/h the engine turns comfortably (2 000 rpm) and the dashboard shows the engine oil touches on 110 °C. (It's not everyday you see this kind of information in a car, but it gives you an idea of how much harder the engine has to work with a caravan hitched. The temperature drops a good 17 °C in traffic and without a caravan.)

One thing that is slightly annoying is that the letters P, R, N, D and S that indicate the gears are to the left of the lever. That's all fine and dandy in a left-hand drive, but with a right-hand drive (as in South Africa) the driver can't see clearly which gear the car is in.

The rear-view camera is left behind the gear lever. When you reverse you can see the ball of the tow bar as well as a wide view of everything behind you. The onboard computer knows when you've hitched a caravan and even shows a graphic of it on the screen. When you reverse with the caravan in tow, there's no alarm that goes off.

Luxury tricks

The Caravelle looks a lot bigger than it is, especially when you look at its length. It's a good 400 mm shorter than the average length of the double cab bakkies we've tested recently.



“The Caravelle drives just like a family vehicle should and is pure driving pleasure. It's really a superb towing vehicle, but won't fit into everyone's budget.”

MADE TO MEASURE. The Caravelle's bulk is similar to that of a typical caravan. This means the Caravelle, when towing, takes on more of the wind resistance than a smaller car would.

Besides all the seating inside, the biggest difference between this vehicle and other vehicles is the rear side doors and how they open. You don't have to close your eyes when you've stopped and the kids all want to pile out, because the Caravelle has sliding doors on both sides – and it opens and closes with the push of a button on the dashboard or on the key. But if you pull on the door's handle it also opens and closes by itself. An alarm warns you when the door is busy closing but it doesn't make a sound when it's opening. The rear door also opens and closes electrically but for that to happen you have to stand by the door – there's no button on the dashboard or remote fob as the side doors.

If it's your first time in the back of a Caravelle, you probably won't believe what you're seeing. It looks like a small lounge. At the back is a "couch" that fits three people, and can move forward on a track. Against the back of each front seat is a single chair, also on a track, and with a swivel function. Just like the front seats, they also have armrests.

In the middle, between the two single seats, is another (smaller) track. On this is an adjustable-height rectangular table. You can also fold up the sides to form a round table surface of 48,5 cm in diameter.



Pieter Crous has owned a few Kombis. This is what he thought of the Caravelle...

Pieter says

“The moment I climbed in I could see that there was more than enough storage space in the doors – there's a shelf at the top and bottom. What I found odd about a luxury van such as this is that it doesn't have an electronic handbrake, but an ordinary lever to the left of the driver's seat. The doors also don't lock automatically when you pull away.

The seating position is extremely comfortable and you can see all around you. The brake pedal, however, is slightly too far off the ground and I find that uncomfortable. Especially in this instance – with an automatic transmission where you have to use the brake pedal more often than usual. The accelerator pedal is lower, but still slightly too high.



FEEL AT HOME. Not many towing vehicles can boast a lounge in the back.

Due to the Caravelle's square shape you're fully aware of crosswinds while towing. But even if there is sideways pressure, it's less than you'd expect. There's some wind noise in the cabin but that can also be blamed on the not-so-streamline shape.

The ball of the tow bar is high if you see how the rear door opens up over it. With a vehicle on the ball you can't open the door at all.

In normal drive mode (D) the engine turns over at 1 400 r.p.m. at 80 km/h in seventh gear and takes a relatively fast 16,7 seconds to accelerate to 120 km if you put your foot down. The gearbox shifts to third and the revs shoot up to 4 500 rpm. Still, it takes 5,3 seconds longer to reach 120 km/h in the Sport mode. In both instances you lose about 2 seconds because when you step on the accelerator it takes a moment before the transmission does its thing.

The Caravelle drives just like a family vehicle should and is pure driving pleasure. It's really a superb towing vehicle, but won't fit into everyone's budget. >



FROM ABOVE. You sit nice and high in the Caravelle and can observe all your surroundings.

The reversing camera is shares the screen of the radio and navigation system, and you can open and close the two side doors with the push of a button next to your right knee.



What's on the tow bar

Make Jurgens

Model Palma

Year model 2009

GVM 1 460 kg

Loaded weight on the axle at time of testing 1 220 kg (weighed hitched to the Caravelle)

Nose weight 100 kg

go! Drive & Camp borrowed the Jurgens Palma from Tygerberg Caravans.

Phone Wesley Dempster on 021 982 4670 if you want to have a closer look. tygerbergcaravans.co.za

Before you open your wallet

What does the book say?

Fuel Diesel

Engine 1,968 ℓ

Cylinders 4

Power 132 kW @ 4 000 rpm

Torque 400 Nm @

1 500-2 000 r.p.m.

Transmission 7-speed automatic (DSG)

Drive chain Front wheels

Tare 1 945 kg

GVM 3 080 kg

GCM 5 300 kg

Carrying capacity 1 135 kg

Wading depth Not available

Towing ability for trailer with overrun brakes Up to 2 500 kg

Wheelbase 3 000 mm

Measurements 4 904 mm (l);

1 904 mm (w); 1 970 mm (h)

Track width Not available

Ground clearance 178 mm

Fuel tank 80 ℓ

Price (new) From R937 100

Price (secondhand) R879 990 for a 2017 model with 4 200 km on the clock.

Fast facts

The tow bar The removable Westfalia tow bar comes standard on the Highline models and is certified for a nose weight of 100 kg. The ball is 45 cm above the ground. Volkswagen allows a tow load of up to 2 500 kg, but



TOW PROFILE

Elevation

227 m

200 m

150 m

100 m

55 m

0

13 km

26 km

39 km

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65 km

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on our roads a fully loaded caravan or trailer isn't allowed to exceed the tare weight of the towing vehicle – the GVM therefore can't be more than 1 945 kg.

Suspension Independent suspension with MacPherson struts in front, semi-trailing arm rear axle with separate springs and shock absorbers. The tail dropped by 2 cm under the 100 kg nose weight of the Palma.

What does the scale say? 2 569 kg with a full tank of fuel in the car and the nose weight of the Palma on the tow bar.

Interior Just like with a Kombi, the interior space is a winner – you'll be hard pressed to find a better holiday vehicle.

Speed 100 km/h on the speedometer and the GPS speed reads 96 km/h.

Fuel consumption A decent 12,99 l/100 km (7,7 km/l) – the car's computer agrees more or less, with

12,82 l/100 km (7,8 km/l).

The reach distance with a caravan is therefore 616 km.

Finishes Super luxurious and predominantly black with dark leather upholstery. From the windows up to the roof is beige. Both front seats are electrically adjustable.

Extras Metallic paint R5 400; Heritage two-tone shade R33 000; electric sunroof R11 150; 32 l cool-and-warm box R5 100.

Other models? Comfortline 2.0

BiTDI DSG

R847 500;

Comfortline 2.0 BiTDI DSG 4MOTION

R880 000;

Highline 2.0 BiTDI DSG 4MOTION

R972 300

go! Drive & Camp says

A luxury vehicle with loads of space for people and their luggage, and a capable tower.



The test

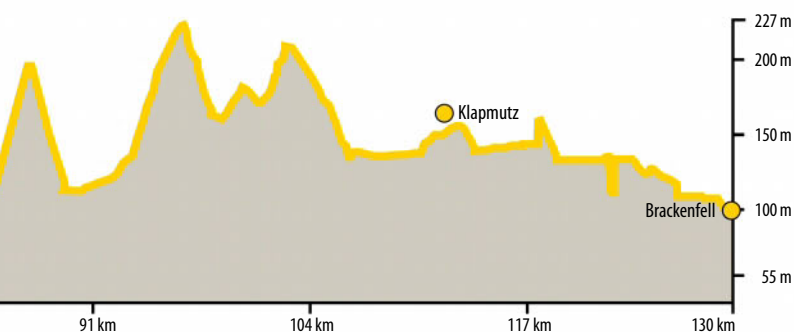
Distance 130,5 km

Top speed 117 km/h

Average speed 60,3 km/h (highways, back roads and built-up areas)

Driving time 2 hours and 11 minutes.

Weather 25 °C, partly cloudy and a 27 km/h southerly wind.



Other minibuses



Ford Tourneo 2.2 TDCi Bus Trend
R539 900

350 Nm



Hyundai H1 2.5 VGT
R629 900

441 Nm



Mercedes-Benz V200d
R811 680

330 Nm

Check out this cheeky caravan!



Setting up

Echo uses one of the most original types of corner steadies we've ever seen. Two loose struts fit into the back corners. A round tube section fits into the outer part of the chassis with the leg – a square strut that reaches the ground – fastened to it. A belt (almost like a seatbelt) spans over the head of the square strut and is attached to a ratchet, also at the top of the leg. As you pull the ratchet's arm, the belt retracts and, as it is tightened over the top of the leg, pushes the leg further downwards. As a result, the caravan gets raised almost as if a high-lift jack is at work – and the result is stable and solid.

It might be the smallest in the family, but Echo's Chobe 1 doesn't stand in anyone's shadow.

Text and photos **Leon Botha**

Echo4x4 is one of the largest off-road caravan builders in the country, and you have a choice of three off-road caravans – as well as a range of off-road trailers.

Other off-road caravan manufacturers use mainly aluminum, steel or a combination of the two, but Echo is one of the few whose caravan bodies are made of fibreglass monocoque structure. Not only is fibreglass almost completely weather-resistant, but it's also one of the strongest materials one can use. What's more, Echo's caravans are manufactured on site pretty

much from head to toe: from the fiberglass shell and electrical system to all the canvas work and its cooling-truck locks. Of the three off-road caravans – the Kavango, Namib and Chobe – the Chobe is the latest addition, and also the smallest. It is perfect for couples, but you can order an extra double bed to have another two people sleep in it.

Judging by the sales of the Chobe, the owner, Mr Willie Grobler, has a winner on his hands. The Chobe is currently Echo's top seller and they struggle to stay ahead with orders.



Echo Chobe 1



Under the hood

The pop-up roof raises by a good 75 cm and is held (front and back) with clips and nylon straps.

The front part of the pop-up roof has a hatch that fits over the bed area. The roof is attached here with two clips. These two clips each have a safety hook you have to push before you can open the clip. The clips therefore can't open accidentally while you're driving to have the roof pop open.

As with most off-road trailers of this size, the door is at the back. The loose step ladder has two steps and is stored outside the door where it's held in place with an anti-luce fastener. Take it down and fit it under the door where it rests on two steel struts.

The two belts that hold the roof at the back, loosens at the door. With the roof down, you have to bend over to climb in. Then push the roof up with your back. It lifts easily and gives a floor-to-ceiling height of 1,91 m. Two H-frames support the roof to your left and right. To make

sure that it stays up, close the safety clip on each leg (the same clip you'll find on the nose side of the roof). Make sure each safety clip is on, and your roof will stay up as it should. You'll have to bend down again to get out as the door frame's only just over a metre high (111 cm). It's low, but typical for this size caravan.



Clever power

Echo builds its own electrical distribution boards and you can see the company keeps up with technology as the board has two USB sockets. The board is placed inside the caravan, directly to the right of the door. Besides all the fuses, circuit breakers and switches for the pump, geyser and lights, the power plugs are also here: a two- and three-point plug. Around the DB box, there are a number of built-in packing nooks that remind you of a cubby hole, but without the door.





Inside – both sides

The inside left panel is a large cupboard with several canvas doors that zip up the front of the separate compartments. There's enough space for two people to have a few compartments to themselves without having to mix your socks with your wife's nighties.

Opposite is a similar but slightly smaller cupboard (it's optional). At the door – next to this cupboard – is a bench with a pillow. You lose this cupboard when you order the model with the second bed.

On top of both cupboards is a solid flat section that can serve as an open shelf for placing a fan, your binoculars or even a folded blanket.

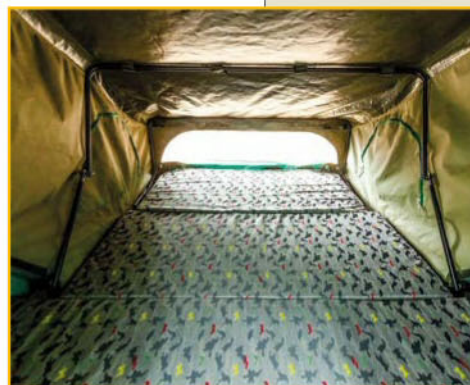
The only inside light is just above the power box. A light at the head of the bed would be welcome, as well as some storage space. You have to keep your cellphone and car keys under your pillow if you want to make sure they're at hand. But if you turn around and get in feet first, the shelves above the closets are close enough. This also applies to the light.

Off to bed!

The bed opens up over the A-frame – another characteristic standard on many off-road caravans today. But Willie had to adapt a little, as the nose cone is big and covers most of the A-frame. The bed now rests on top of the nose cone. Once the bed is folded open, pull the base further towards you as it extends another 35 cm.

The tent section that covers the bed is also attached to the base of the bed. To get the U-frame up under the canvas, you must stand outside by the coupler. Push your hands through the zipped-open window where it lies flat. The U-frame has gas struts that erect it and keep it in place; it sets up without difficulty. Four spring-loaded slats that are kept in place to the bed base with elastic are also by the window. Take them out and stretch the fly sheet over the corners of the bed as well as the sides.

Now get back inside. A second U-frame opens over the middle of the bed to form a nook over it. A wooden board fits into the gap between the bed and the hull where they are pulled apart. (In the new models, this board is also made of fibreglass.) Now put the mattress on the bed and your bed is ready. The bed is 1,785 m long and 140 cm wide at the headrest. At the feet is a 45 cm long piece that's 172 cm wide. >





Nose with two holes

The nose cone is enormous if one takes the size of the caravan into account. It also has a door on both sides, which means you can pack it from any side. It's spacious enough for those big camping items like folded chairs and

your woven groundsheet. Outside on each door sits a plastic water can in a container. The doors work just like the kitchen door, with a cooling-truck lock mechanism. This is one of the best and strongest ways to shut the doors on off-road trailers.



Let's talk about food

The two doors on the left side of the body are for the kitchen. The larger door above the wheel folds out flat to form the counter. The section inside the body that's opened up now is filled with several shelves for crockery and groceries. The cups and glasses, among other things, get stored in the left-hand shelves that's been fitted out with a type of foam rubber with holes. This keeps the crockery safe so that it doesn't bump into each other on a bad road.

The two-plate gas stove is attached to the counter crosswise to the left, but you also have to bring the gas bottle closer. It is in its own box behind the wheel. Because the stove sits crosswise, you can't complain about the remaining space on the counter. Just be careful when using both plates as you can easily burn yourself on the front one.



Willie deserves a special award for the counter's surface. It looks like a polished layer of fibreglass, has no sharp edges – and is easy to keep clean.

A light in the cupboard (with its own switch) illuminates the worktop, and a bit higher up on the body is a similar light.

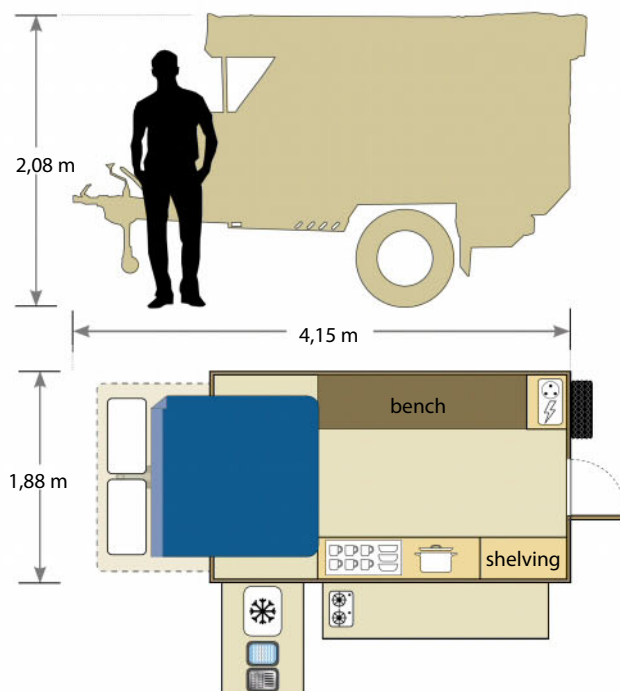
The fridge/freezer glides out from the left-hand cupboard. A loose aluminium frame hooks onto the gliding frame next to the fridge/freezer – this is where the plastic sink and drying rack go. A mounted faucet next to the fridge/freezer swings out over the sink for water.

The awning folds open like a wing from the kitchen over to the back door. It's a clever design and won't catch water when it's raining. It opens in a jiffy and is high enough so you can stand under it.



Mirror, mirror...

On the right-hand side, opposite the fridge/freezer compartment on the left, there is a cupboard with two shelves in which you can fit sleeping bags or blankets – and even extra groceries. A small square mirror is on the inside of the door, but you have to bend down to catch your reflection.



The technical stuff

Length 4,15 m

Breadth 1,88 m

Height 2,08 m

Nose cone inside height

1,91 m

Noseweight 115 kg (standard equipped, before loading)

Nett weight 760 kg

Towing capacity 740 kg

GVM 1 500 kg

Cost From R225 000

- A light at the head of the bed would be welcome.
 - The mirror on the right-hand door is low for an adult.
 - If you order the extra bed, the cupboards are on the skimpy side.
- go! Drive & Camp loaned the Echo Chobe from the manufacturer*

go! Drive & Camp says

For R20 000 extra, you get a second double bed.



Plus

- The awning couldn't open any easier and is nice and high above the ground.
- The two corner steadies are unique and work well.
- The smooth counter without edges is a clever touch.
- The pop-up roof is erected quickly and is high.
- There's more than enough shelves and storage for two people.



Minus

- The top of the door is low.
- The stove is crosswise and you could burn yourself on the front plate.

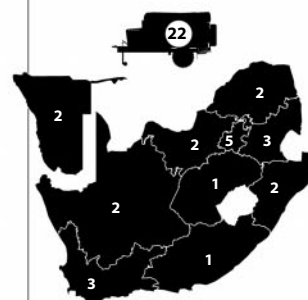
Dealer network

Headquarters and three branches in Centurion, plus 19 dealers countrywide, including Namibia.

Contact 012 345 3333

echoacc@echo4x4.co.za

echo4x4.co.za



Child's Play



Get your kids to help make these camp food nibbles for everyone to enjoy.

BEAN FRITTERS

A new take on canned food

Most kids like baked beans, and this is a great way to make something out of canned food that even Dad will love.

Ingredients

(enough for 4)

- 1 can (370 g) baked beans
- 1 cup cake flour
- 1 teaspoon baking powder
- ½ teaspoon paprika or cayenne pepper
- ½ teaspoon salt
- a pinch freshly ground black pepper
- 2 eggs, beaten
- ¼ cup chopped red/yellow/green pepper
- ¼ cup finely chopped onion
- 1 teaspoon brown sugar
- oil for frying

Here's how

1 Make a hole in the can of baked beans and drain the sauce into a cup. Keep to the side. Open the can completely.

2 Mix together the flour, baking powder, paprika or cayenne pepper, salt, black pepper and eggs until well combined. Mix in the beans (without the sauce), pepper, onion and sugar.

3 Heat a thin layer of oil in a pan and spoon in about 2 tablespoons of the mixture per fritter. Shallow fry the fritters (like you would with corn fritters) and turn it over as soon as they start rising and the bottom becomes brown.

4 Serve the fritters warm with the sauce and strips of crispy bacon.

go! Drive & Camp says You can keep these fritters in the fridge for a few days. Simply reheat them in a pan or microwave.

Recipes and styling **Aletta Lintvelt**
Photos **Myburgh du Plessis**
Food assistant **Marcelle van Rooyen**

HALOUMI ROOSTERKOEK

Fast and filling

Haloumi and leftover roosterkoek together might sound strange, but once you've tried it, you'll agree: this is a winning combination

Ingredients

(enough for 4)

- 4 cooked roosterkoek
- 2 tablespoons butter
- 2 tablespoons chutney
- 2 tablespoons chermoula
- 250 g haloumi, cut into 4 slices

Here's how

1 Slice the roosterkoek in half and spread with butter, chutney and chermoula. Put on the griddle to heat it up.

2 Fry the haloumi slices in a pan until hot and crisp.

3 Fill the roosterkoek with warm haloumi and eat immediately.

go! Drive & Camp says Haloumi becomes rubbery when it cools down, so it's important to serve this immediately. If it does get cold, you can wrap the roosterkoek in tinfoil and reheat on the coals later. >



SWEET POTATO AND PORK SAUSAGE WRAPS

Starter, mains, or for the road

The secret to making food at the campsite is to cook once and eat twice. Make these wraps from pork sausages and leftover sweet potato. And they're delicious.

Ingredients

(enough for 4)

- 4 pork sausages
- 2 tablespoons oil
- 1-2 cooked sweet potatoes
- salt and pepper to taste
- 1 cup grated cheddar
- 4-6 wraps

Here's how

1 Remove the meat from the sausage casing with a fork and cook it quickly in a bit of oil in a pan. Break up with a fork while cooking – it should be juicy and cooked-through.

2 Mash the sweet potato and mix it with the cooked meat. Taste and season with salt and pepper.

3 Put a few heaped tablespoons of the filling on a wrap and spread it out evenly. Sprinkle with cheese. Put another wrap on top and braai it directly on the grid over medium coals. (You can also braai it in a pan.) As soon as it starts to brown on the one side, turn it over carefully and braai it on the other side until golden brown.

4 Cut the wraps in slices and serve as a starter or as mains. Use any remaining slices for padkos.

go! Drive & Camp says You can use any cooked meat or sausage in this dish – just cut it into small pieces before mixing it with the sweet potato.



TUNA-AND-PINEAPPLE BURGERS

Build your own

These fish burgers are inexpensive and quick and easy to assemble in the campsite.

Ingredients

(enough for 4)

- 2 cans tuna in salt water (170 g), drained
- 1 onion, finely chopped
- 4 tablespoons chopped fresh herbs like chives or parsley
- 5 tablespoons self-raising flour
- ½ teaspoon cayenne pepper
- salt and pepper to taste
- 4 tablespoons oil for frying
- 4 pineapple rings (fresh or canned)
- 2 tablespoons mayonnaise
- salad leaves
- buttered rolls

Here's how

1 Mix together the tuna, diced onion, herbs, flour, cayenne pepper, salt and black pepper and make 4 equally sized patties.

2 Cook the patties on both sides in the oil until firm and golden brown. Also fry the pineapple for a minute or two on both sides.

3 Put the patties and pineapple together with the mayonnaise and salad leaves on the rolls – have the kids build their own burgers.

go! Drive & Camp says

These burgers are excellent fare for the next day's game drive, too.





BREAKFAST BAKE

Top of the morning

The kids can make the sandwiches and all you have to do is pour the egg over and bake it quickly in the kettle braai.

Ingredients

(enough for 4)

- 8 slices of bread
- butter
- 2 tablespoons sweet chilli sauce or apricot jam
- 8 slices of ham
- 8 slices of cheddar cheese
- 5 eggs
- 1 cup milk
- a pinch salt
- a pinch freshly ground black pepper
- fresh parsley or basil leaves, finely chopped

Here's how

1 Spread the bread with butter and make 4 sandwiches, each filled with 1 teaspoon sweet chilli sauce, 2 slices of ham, and 2 slices of cheese.

2 Cut the sandwiches into quarters and place it in a pan that's suitable to use on a fire or in a flat-bottom potjie.

3 Beat together the eggs, milk, salt and black pepper and pour it over the sandwiches. Put aside for 20 minutes.

4 Bake the sandwiches in the kettle braai (with the lid on) over medium coals for 25 minutes until golden brown and puffed up. Sprinkle over the parsley or basil leaves.

go! Drive & Camp says This dish is also great for supper and you can use any cold cuts or spread as filling.



PEPPERMINT CRISP AND MARSHMALLOW PAN

Sweet tooth

Melt chocolate, marshmallows and caramel together over the coals and serve with Tennis biscuits. Decadent and delicious.

Ingredients

(enough for 6)

- ½ tin caramel
- 100 g Peppermint Crisp chocolate
- 1 packet marshmallows
- 1 packet Tennis biscuits

Here's how

1 Spread the caramel out over the base of a pan. Break the chocolate into small pieces

and sprinkle it over the caramel. Put a layer of marshmallows over it.

2 Bake the pan in a moderately warm kettle braai with the lid on for 10 minutes or until the chocolate is melted and marshmallows are gooey.

3 Serve the pan together with the biscuits, dipping the biscuits into the sticky mixture.

go! Drive & Camp says

Don't have a kettle braai? No problem. Simply cover the pan with foil and bake it on a grid until the marshmallows are soft. 🍪

For the fireside

Most of the time we focus on what you need to make your camping experience that much better, but Christmas is around the corner and here are some of the things the *go! Drive & Camp* team would like to make that next braai just a little more special.

Text **Kyle Kock**

What would a camping trip be without food that's been prepared right there on the coals? Succulent steak and chops cooked to perfection. Wors that would make Nataniël weep. Potjie that proves you're the best camp chef in the family. It's all very well and good to have the right ideas and recipes for camp kitchen glory, but

you're definitely going to need the right tools to complete the job. After a hard year putting in the hours at campsites all across South Africa and just outside her borders, we've deduced that our very own braai collections could do with these braai essentials in our Christmas stockings. (Ahem... *nudge, nudge, wink, wink.* – Ed.)

Schalk Jonker

FIRESIDE FIREPIT AND GRID A big-boy braai

It's all too often that you arrive at a campsite only to find that there's no braai drum at your stand. Your only remaining option is to unfold your own portable unit, but the problem is that you can't build a proper fire in it. That's not the case

with this bad boy, with a diameter of 600 mm and ventilation slots underneath, you'll be able to pack the wood as you please, and cook your meat when the coals are just right.

Price R1 750 at Outdoor Warehouse.

go! Drive & Camp says

Because this is quite big, it takes a lot of packing space. We'll gladly give up the space to sit next to a decent fire, though.

POT MAXI All in one

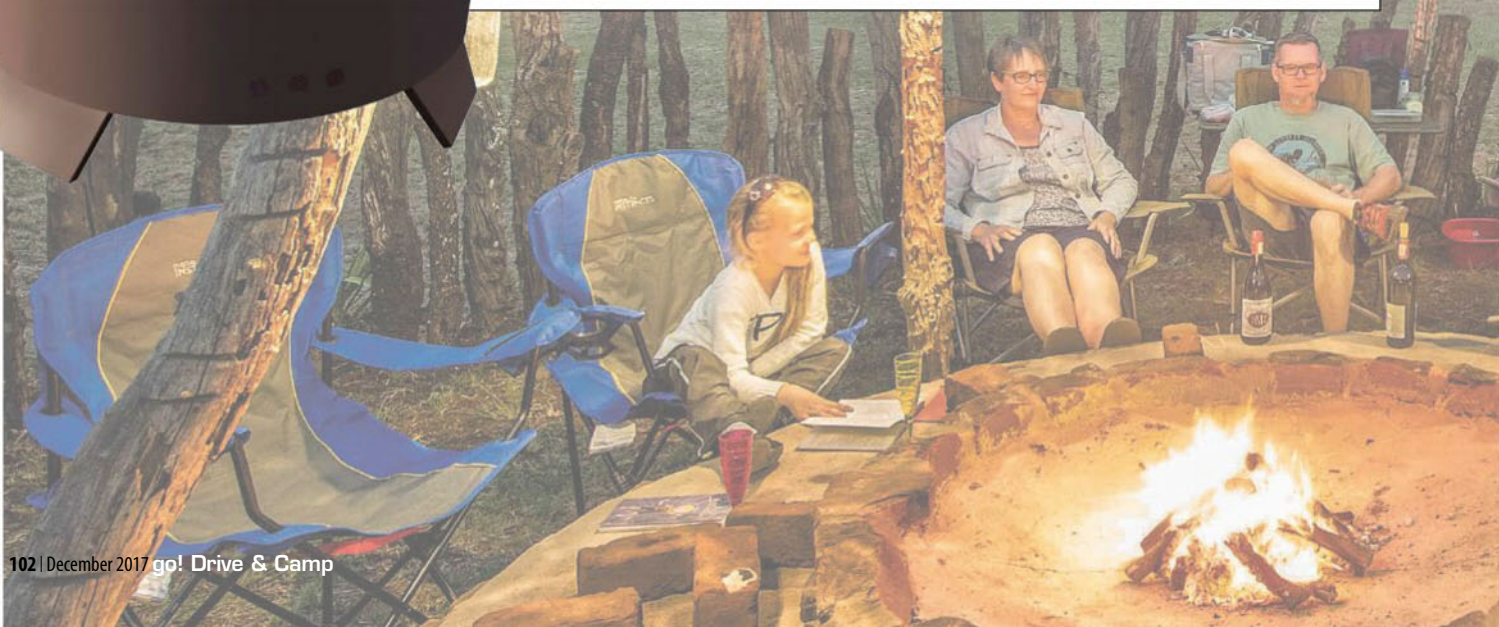
This multi-purpose cooking utensil was designed to be used specifically with a number 12 flat-bottom cast-iron pot. With multiple configurations that include a cooker, pizza oven, frying pan, steamer, smoker and plain simple braai, this is a one-stop cooking shop that can do it all. The set also includes a coal pan with a separate handle for shifting the coals, which may also be used to lift the pot and lid when hot.



Price R1 750 at Shorty's Adventures.

go! Drive & Camp says

Remember that you still need to buy a pot to go with it.



Leon Botha

CADAC BREAD POT

Our daily bread

What could be better than freshly baked bread off your own fire? Cadac makes a cast-iron bread pot that's scarcely bigger than a brick. Its 2,8 l capacity is more than enough space to bake bread, however, and the lid is flat with a ridged border so you can put a coal or two on top for some

colour throughout the bread or even if you've sprinkled some grated cheese on top of the dough.

Price R335 at Braai Shop.

go! Drive & Camp says Be careful of too much direct heat from the fire. It won't be long before your bread is baked.



LK's ALUMINIUM LONG TONGS

Two fingers, please

People argue about tongs as passionately as politics, but you only need to burn your fingers once to know that the tongs definitely have to be long enough. This LK's unit is a good 50 cm in length,

and besides it being capable of securing a chop properly, it's also long enough to grab a stray coal and throw it back into the fire.

Price R70 at Braai Shop.

go! Drive & Camp says Get an extra one to use at home.

Cyril Kloppe

LK'S WOK WITH WOODEN HANDLE

Asian persuasion

We all know that one of the key tools in the arsenal of any good cook is a solid wok. This one is keenly priced and is handy for more than just stir-fry, being able to braise and deep-fry as well with a handy 330 mm

diameter and decent depth.

Price R193 at Braai Shop.

go! Drive & Camp says The non-stick finish makes this one easy to clean.



UST FLOATING LIGHTER

Light 'em up

A small and lightweight butane lighter that features a piezo electric ignition that's good for up to 30 000 uses and works when wet (it even floats in water in case you get pushed into the pool). The ABS plastic case is impact resistant, and it also

has an O-ring sealed cover with a locking clasp. UST claims that the flame can withstand winds of up to 125 km/h.

Price R320 at Cape Union Mart.

go! Drive & Camp says You need to buy the butane separately.

WEBER 57 CM MASTER TOUCH CRIMSON

Top of the braai chain

Fancy words for a candy-apple-red kettle braai. Besides the colour, which looks like something that Iron Man would use, I like that fact that it can be wheeled around, or

thrown in the back of a bakkie if the need arises. No socks and Old Spice for me this year.

Price R3 500 at Braai Shop.

go! Drive & Camp says Be the envy of your friends, neighbours and family!

WEBER RED BRAAI APRON

Kitted out!

Second on my list is a braai apron and yes, you guessed it, a red one. Great things come in red: think Manchester United and F1 team Ferrari and now Weber as well. Considering the number of T-shirts I have

soiled with braai sauce over the years, this would ultimately be a money saver in the long run.

Price R212 at Braai Shop.

go! Drive & Camp says What is a braai master without the correct uniform?



Owen Willoughby



LK'S MILD STEEL CHARCOAL STARTER

No fuss

Much like the similarly named 90's hit *Firestarter*, this simply designed piece of equipment gets going very quickly. Getting your coals ready could not be easier: fill with charcoal, light a crumpled-up piece of paper and 20 minutes later, you're ready to braai. I can hear the purists saying: "Real braaiing

only happens with real wood." I say: "Twenty minutes more beer time."

Price R270 at Builders Warehouse.

go! Drive & Camp says This makes a perfect gift for the braai novice.

MEGAMASTER NO.3 POTJIE

Red-hot pot

Owning a red potjie is not for the faint hearted. You will be noticed at the rugby club's annual potjiekos competition. Unlike that premium French cookware manufacturer best known for its colourful and very expensive cast-iron cookware, this one can take the heat at more

than half the price. With an enamel finish inside, it's easy to clean and has a 7,8 l capacity.

Price R990 at Builders Warehouse.

go! Drive & Camp says You had better know your stuff showing up with one of these.



Kyle Kock



LK'S 3-IN-1 JAFFLE MAKER

Simple sarmies

A cheese-and-tomato toastie is just what the doctor ordered with a morning cup of camp coffee. Or just go gourmet with brie and fig. The problem with most jaffle makers is that you have to make one at a time. Not

the case with this guy, so you can keep them coming thick and fast to feed your pride of hungry lions.

Price R400 at Outdoor Warehouse.

go! Drive & Camp says Quick and easy. Ideal for padkos or a light snack when on a hiking trail.

WONDERBAG

No pollution solution

The unique construction of this bag allows for food that has been boiled to continue slow cooking for up to 12 hours after you've turned off the power or need to use the fire to cook something

else, so it's ideal for when you've got no space.

Price: R360 at Takealot.com.

go! Drive & Camp says Throw in two bags of ice and the Wonderbag doubles as a cooler.



GET THE PRODUCTS HERE

Braai Shop braaishop.com

Cape Union Mart capeunionmart.co.za

Outdoor Warehouse outdoorwarehouse.co.za

Takealot takealot.com

Builders Warehouse builders.co.za

Shorty's Adventures shortysadventures.co.za/wp/



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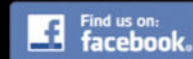


New Commander Platinum

New Road Caravan



FINANCING AVAILABLE



SNUFFED OUT

When it's hot and you absolutely can't get out of kitchen, you'd better be packing the right fire extinguisher and skills.

Text Kyle Kock Photo Getty Images



Fire is one of man's oldest and most primitive tools, and yet it is often still misunderstood and not given its due respect. Rather than just hope you'll be able to deal with the unfortunate event of a blaze at your campsite in the correct manner, you should definitely be able to act with confidence, armed with the right tools and information.

We spoke to Sally Sweetnam from TransFire, a leading and respected name in the fire-protection industry, about putting out fires yourself. First and foremost, know what kind of fire you're facing. Using the incorrect method and medium could have dire consequences for you, your family or friends. "We have a saying here at TransFire," says Sally. "If you don't know, don't go – it might blow."



CLASS A

Fire feeding on combustible materials, such as paper, wood, cardboard or plastics.

Scenario 1

Bill and Sally are enjoying the last moments of their camping trip and getting ready to head home, but don't realise the ashes from last night have retained some heat. The bin they empty the ashes into contains plenty of dry pine needles, a few old paper plates, bark from the surrounding trees and some plastics bags of garbage from their week there.

As they're folding up the tent, the bin behind them erupts into a blaze that starts spilling over the top and starts catching the dry grass next to the bin.

Solution

The trusted old "stop, drop and roll" method won't work here, because there's

no clothing on fire. What's of the utmost importance is not to panic. Bill can try to remove excess rubbish or any flammable material around the burning blaze. But he should do so from a safe distance, using a long stick or tent pole. This is called a firebreak, so no other materials have a chance to catch alight.

Sally should grab the extinguisher (either a dry chemical powder, water or even foam), break the seal, pull the pin out and, at a distance where the flames can't reach him, gently push the handle down and use a sweeping motion to extinguish their blazing bin fire.

go! Drive & Camp says Never leave the fire and assume it's going to burn out. Don't kick the bin over and also don't get too close to the fire or use your bare hands to remove any flammable materials.

CLASS B

Fire fuelled by flammable liquids such as kerosene, grease or oil.

Scenario 2

Marius and Christene have all the essentials for camping, and are quite comfortable at campsites that don't have any electricity points. They've been using their old paraffin lamp for eons, and it's served them pretty well. But, as they're enjoying the dusk at one of their favourite spots with G&Ts, old Marius knocks the lamp off its post, spilling the liquid all over their groundsheet.

Solution

If possible, Christene should quickly remove any and all remaining flammable materials in the surrounding area of the starting fire while Marius grabs a dry chemical powder, CO₂ or foam extinguisher and

uses the same sweeping motion mentioned in the first scenario. Alternatively, Marius can grab a spade and shovel a few heaps of sand onto the spill. This should smother the fire and extinguish it. It's important to remember that you need to finish the agent in an extinguisher. Never use water to try putting out this type of fire. Any water usage will rapidly expand the blaze.

go! Drive & Camp says A quick reaction and soil are your best friends, while water is the worst enemy. >

MEDIUMS AND CLASSES

The label will tell you what class of fire the extinguisher may be used on. Classes A, B and C are the ones commonly experienced.



Fire extinguishing medium	Class A	Class B	Class C
Water	Most suitable	Dangerous	Dangerous
Foam	Suitable	Most suitable	Dangerous
CO ₂	Unsuitable	Suitable	Most suitable
DCP	Most suitable	Most suitable	Most suitable

CLASS C

Fire involving electrical equipment such as appliances, wiring, circuit breakers and outlets.

Scenario 3

Conor and Siobhan are a married couple who, along with their best friends, Dirk and Poppie, are inseparable. They decide to buy an old caravan and restore it for their road trip over the Easter weekend. But Poppie wins tickets for an immediate trip to the Kruger and they decide to just chance it. They buy a new TV so they can watch the rugby, but the wiring is knackered and the circuits in the caravan catch alight when they turn on the telly in time for kick-off.

Solution

It goes without saying that it's just not a good idea to mix water and electricity. Don't throw your drink, a jug of water or use a foam extinguisher on this fire. If Conor has either a CO₂ or dry chemical powder extinguisher, then that can be used while Siobhan removes the caravan's electricity connection from the campsite's supply point. It's always a good idea to try and switch off the mains to stop the current from running through the circuits.

go! Drive & Camp says While Conor and Siobhan are focused on putting out the fire, Dirk and Poppie should step away to allow them to move freely, and can go inform management of what's happened.

CLASS D

Fire fuelled by chemicals and combustible metals such as sodium or potassium, magnesium or titanium.

Scenario 4

It's unlikely that there'll be a massive fire of this sort, as you would need to be camping next to a scrap yard. But these kinds of fires require professional skills and understanding of the elements involved in the combustion process. Even the extinguisher equipment are composed of specific formulations for certain combustible metals.

go! Drive & Camp says Remove yourself from the situation and call the authorities.

CLASS F

Fires that involve cooking oils, trans-fats, or fats used for cooking appliances.

Scenario 5

Piston Pete is taking his boys, Sam and Dan, on their first camping trip without their mom. He's using the skottel to rustle up some bacon and eggs with your typical cooking oil and things get out of hand when he turns away for a moment to make sure they don't trash the neighbour's new tent.

Solution

Pete should immediately place a lid over the pan. If no lid is available to smother the



INDUSTRY STANDARD. Because it's so versatile in fighting the fires most people will encounter on a daily basis (classes A, B and C), dry chemical powder (DCP) extinguishers can be found almost anywhere. It's also the type that your caravan is likely to be kitted out with.

fire, a damp cloth placed carefully over the pan will also smother the flames. Particularly important here is that the cloth should not be wet, but just damp.

As water is lighter than oil, a wet cloth will cause the food to go splattering or flying and can cause major burns to those standing nearby.

go! Drive & Camp says Dry chemical powder extinguishers can douse most oily food fires likely to happen at a campsite.

COLOUR CODED

Using the wrong extinguisher on the wrong fire can be dangerous. The labels on fire extinguishers are colour coded and tell you all you need to know:



RED LABEL – water extinguisher



BLUE LABEL – dry chemical powder (DCP) extinguisher



BLACK LABEL – CO₂ extinguisher



CREAM LABEL – foam extinguisher



SALLY'S ADVICE

• "Treat your extinguisher for what it is – a life-saving device. So make sure that, like your vehicle, it has had its check-up and service before you leave for your vacation. Make sure that a professional is doing it and not a backyard mechanic."

• "When booking in at a campsite, always keep the manager's number handy. Know where the nearest evacuation route is and ensure that there is suitable fire equipment at the resort or with you. Have your game-plan ready so you don't choke and hesitate when you need to act."

go! *Drive & Camp*

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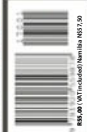
A comprehensive guide for campers, caravanners and off-road trailer owners

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The redder

the better?

You can buy a 4x4 in almost any colour, but which colour looks best after a long dirt road and is the safest on the open road?

Text Cyril Kloppe Illustration Dominic Wienand

In the days of Henry Ford and Ferdinand Porsche, most vehicles were either black, dark green or navy. Later, in the 1950s and '60s, vehicles started becoming a bit more colourful, but these days neutral hues are the most popular – more than 70% of all new vehicles are either white or a variation of grey (including silver).

vehicles are a primary colour like red and blue, and only 5% are other colours, such as yellow or green.

American paint manufacturers PPG and DuPont have both done research on

Only 6-9% of

the subject, and a 2012 survey showed that white is the most popular colour in the world, followed by neutral colours like grey, silver, black, and cream. But that includes all vehicles, not just off-roaders.

On our website we asked you, our readers, which colour is the most practical for an off-road vehicle, and this is what you had to say...

1 WHITE

A total of 24% of North Americans, Europeans and Asians prefer a white vehicle, but 55% of *go! Drive & Camp* readers think white is the best colour for a 4x4. Some of the reasons provided is that it doesn't show dirt or scratches, and it's easier to repair damage to the paintwork. Also, it's a lot cooler inside a white vehicle than in other vehicles. That's an important consideration, because Africa is a hot



continent with countless dirt tracks that need to be explored.

Although many of you claimed white is the prettiest colour, some said they don't actually like it but that practical

considerations are much more important than personal taste.

What does a white vehicle say about you? You're a practical person with good taste. Primary and pastel colours

might well be more festive than white, but you're seriously going to lose out on resale value.

White looks best on a Mercedes-Benz GLE.

2 KHAKI, CREAM, AND BEIGE

With 16% of the votes, khaki or cream came in second place with our readers. Your reasons were that this colour doesn't clash with mother nature and suits the essence of off-roading. It also hides dirt well and scratches aren't that visible.

According to the paint manufacturers' research, people who drive cream

vehicles tend to keep their vehicles for longer before selling it.

What does a cream vehicle say about you? You are not sentimental when it comes to your wheels. You consider your vehicle a mere tool to get you to your destination. When you take a photo of your campsite you want the focus to be on the natural splendour and not on your vehicle.

Cream looks best on a Toyota Land Cruiser 79 Pick-up.



3 GREY AND SILVER

A total of 12% of *go! Drive & Camp*'s readers chose silver or shades of grey. Chris Webb, a designer at General Motors in the US, agrees with you.

According to him silver is the best colour because it reflects light the most effectively, thereby hiding dirt better. As a bonus, silver also shows off your vehicle's curves best.

In the UK, silver vehicles have the best resale value



(10% better than white), which is why the British police have swapped white patrol vehicles for silver ones.

What does a silver car say about you? A silver vehicle indicates a practical and responsible person. But it also

shows the driver likes things to be luxurious yet dignified. **Silver** looks best on a new Toyota Fortuner. >

4 RED

We were surprised to see that 7% of you voted for red. Your reasons ranged from "Why must it be a boring colour?" to "Red is a kick-butt 'look at me' colour!"

It is indeed striking, but there has long been a rumour that drivers of red vehicles get punished by insurers because apparently they tend to speed.

We asked a few insurance companies whether colour indeed plays a role and the

answer was: "No, but..."

While red vehicles per se don't get penalised, metallic paint – irrespective of the colour – can influence your premium.

Some insurers ask an extra R5-R10 per month just because your Ford Ranger is spraypainted with Copper Red Metallic instead of the standard Colorado Red.



What does a red car say about you? Owners of red vehicles definitely want to be noticed. It's difficult to miss a red car, no

matter what type of car. Red is the colour of ambition, confidence and courage. **Red** looks best on a Renault Kadjar.



5 GREEN

Green, says 5% of go! Drive & Camp's readers, is a suitable colour for a four-wheel drive vehicle. Certain shades of green blends in perfectly with nature – when not driving in the red sand dunes of the Kgalagadi that is. Only one person made a comment about green on our website: "For a change it's something other than white!"

What does a green car

say about you? You'll be hard pressed to find a more interesting person. At first glance, the driver of a green vehicle is artsy, but they're actually down to earth and dependable – especially if the vehicle is painted British Racing Green. Owners of bright or shocking-green vehicles are equally dependable, but they also have a rebellious streak (as indicated by the reader comment above).

Green looks best on a Jeep Wrangler Rubicon.

6 YELLOW

Only 2% of our readers voted for yellow but, when you read their reasons, you can see who you're dealing with here. Comments range from "Bright yellow like the sun!" to "Like sunflowers: Easy to spot and cheers you up" and even "My five-year-old's favourite colour!"

People who drive yellow vehicles are clearly a merry bunch. According to the Arrive Alive campaign, yellow vehicles are the safest on our roads because they are well visible.



And it's not just because yellow falls in the bright part of the colour spectrum but also because there are relatively few yellow cars on the road, which is why they are

so noticeable. **What does a yellow car say about you?** Someone who buys a yellow vehicle has a friendly, warm personality.

Bright colours make them happy and they like nothing better than to share their joy with others. **Yellow** looks best on a Fiat Panda Cross.

7 BLACK

While about 20% of the world's motorists prefer a black vehicle, only 1% of our readers think a black 4x4 is a good idea. According to you, black shows dirt quickly and it also gets too warm in the sun.

Research shows that black vehicles also run a greater risk of being in an accident: In 2010, Monash University in Australia studied the police records of 850 000 car accidents. They looked at

when the accidents occurred as well as the colours of the vehicles involved.

They found that most accidents happen around sunset and that a black vehicle is 47% more likely to be in an accident compared to a brightly painted vehicle.

What does a black car say about you? Owners of black vehicles are not easily manipulated, they know what they like, and they believe a black vehicle looks classier than any other colour.



One reader summed it up perfectly: "Strong, untouchable, unstoppable". We're not sure whether

he's referring to the car or the driver... **Black** looks best on a Range Rover.



8 BLUE

At a meager 1%, blue isn't exactly super popular. The

research conducted by the paint manufacturers show that motorists aren't exactly anti-blue vehicles,

but the prevailing perception is that blue vehicles have poor resale value. There's also a fear that blue is a trendy colour that's in today and out tomorrow.

One positive is that blue is synonymous with integrity and respectability – maybe that's because

police officers traditionally wear blue.

There was only one comment about blue on our website: "Blue! Because our Smurfie is blue!"

What does a blue car say about you? Drivers of blue vehicles are dependable, calm and professional – so then, the exact opposite of a Smurf. Sorry.

Blue looks best on a Audi Q5.

9 ORANGE

Only one person in our survey voted for orange.

That fits with the paint manufacturers' opinion poll which showed that only 1% of the world's motorists like orange. If you own an orange vehicle you can give yourself a pat on the back, because there aren't many like you out there. Don't be worried about resale value, because there's a lid for every pot – and because there are so few orange vehicles, yours should manage to find

a new home quickly, especially because colour doesn't play a deciding factor when it comes to secondhand vehicles.

What does an orange car say about you?

People who prefer orange vehicles are often creative and original. They are unconventional and aren't afraid to go against the norm.

Orange looks best on a Ford Ranger Wildtrak.



Sources

- carinsurance.arrivealive.co.za
- hippo.co.za
- dupont.com
- ppgpaints.com
- forbes.com
- colorpsychology.org

go! Drive & Camp says
Colours that didn't feature in our survey are brown, bronze

and gold. While these colours are becoming increasingly popular, we don't believe

they're going to dethrone white, cream and silver in the near future.

Front runners

Peter's Land Rover Defender has been in action all over the country, Hennie's old Hilux still tows admirably, and Frank's Pajero has never left him in the lurch.

Rule Britannia

2013 LAND ROVER DEFENDER 110

Considering that these models are no longer produced, all the places he's visited with his Defender makes the memories that much more special, says **Peter Field** from Saldanha Bay.

“I was tempted to buy a Toyota Land Cruiser when I was in the market for a 4x4. I wanted a good all-rounder that was big enough to lug all our camping gear around. But ultimately I was won over by the Land Rover's outstanding low-range ability and especially its prowess in soft sand. I bought mine new for **R413 000** and named it after my late mother, Hilda.

Because the Defender is already quite capable as an off-roader, all I had fitted to help it slightly in this regard is a set of Maxxis Big Horn tyres, a suspension upgrade, and rock sliders. In the odd event that we do get stuck somewhere, there's a high-lift jack, ARB compressor and spade.

I added 4 Hella spotlights to the roof rack, a drawer system, water tank, long-range fuel tank, fridge, and dual battery system **to make overlanding more comfortable.**

Nothing annoys me about this vehicle and I really do enjoy driving it. There have been no serious mechanical problems, except that **I've had the transfer case replaced.**

We tow a **Bushlapa Boskriek off-road caravan**, and the Defender averages about **15 ℓ/100 km** at the pumps. So far, we've been to the Kruger National Park, Kgalagadi and Richtersveld and been up and down many passes including Rooiberg, Vanrhynsdorp, Robinsons, Huisrivier and driven numerous gravel backroads and byways.

Our favourite destination is **Kwass se Baai** campsite in the Namaqua National

Park. It's only accessible by 4x4, there's no cellphone reception, long drops instead of ablution blocks, and lots of rock pools to explore. It's so quiet that squirrels come to eat right next to your stand. ”



A winning combination

2000 TOYOTA HILUX 2,7 DOUBLE CAB

Hennie and Rina Verster from Moeresburg reminisce about their various towing combinations over the decades, all of which have been with Toyotas and Jurgens.

“As newlyweds, we camped with a **1970 Jurgens 440** that we towed with a **1973 Toyota Corona Mk2**. The first campsite we visited was Hartenbos, on the terrace near the café.

We then upgraded to a 1993 Toyota Hilux 2.4 D single cab and 1986 Jurgens Fleetline L to make the trips away more comfortable with two young children.

We have many years of wonderful memories camping at **De Bakke Santos near Mossel Bay** on the Garden Route. Since 1998 **we've returned 19 times** during the festive season and still enjoy going there.

In 2005, we bought a **2000 Toyota Hilux 2.7 double cab** with 45 000 km on the clock, and we tow a **2004 Jurgens Penta** with it. Its modular tent layout suits us very well and provides the necessary space for our grandkids. The Hilux is extremely reliable, tows the Penta comfortably (I use a trapezium stabiliser for peace of mind), and has enough power to get us to our destination safely. **I rarely exceed 110 km/h**

and only tow in fourth gear because

I don't think it's good for the gearbox to carry a load in fifth gear. While towing, the fuel consumption sometimes reaches 16 l/100 km, but otherwise it's around 13 l/100 km.

Even though there are newer vehicles on the market that are way more modern and very popular with campers, like Amaroks, Rangers and Navaras, the **Hilux can run with the big dogs** and gives them a run for their money at fraction of the cost. It currently has 260 000 km on the clock and hasn't required any work other than general maintenance and servicing.



The strong silent type

1999 MITSUBISHI PAJERO 2.8 LWB

It came just when he needed it the most and has never let him down since he welcomed it into his family, says **Frank Smith** from Port Elizabeth.

“After driving a **1995 Isuzu KB 280 DT double cab** for four years without any serious issues, our two sons hit a growth spurt and the lack of legroom in the back started becoming a problem. The replacement had to offer a comfortable ride, not be too thirsty at the pumps, be reasonable to maintain, and be reliable. We considered a Land Rover Defender,

but after taking the Pajero on a test drive just over 13 years ago, I was convinced that it was the perfect vehicle for our needs because I'm quite tall and the Defender doesn't offer much interior room. The seats were also not as comfortable as a Pajero's. So we became the third owners after handing over R185 000 for a model that had done 89 000 km.

Although its engine can't be considered at the same level as what's on offer these days, the Pajero is easily a **match for modern vehicles** when it comes to off-roading. The Super Select gearbox and



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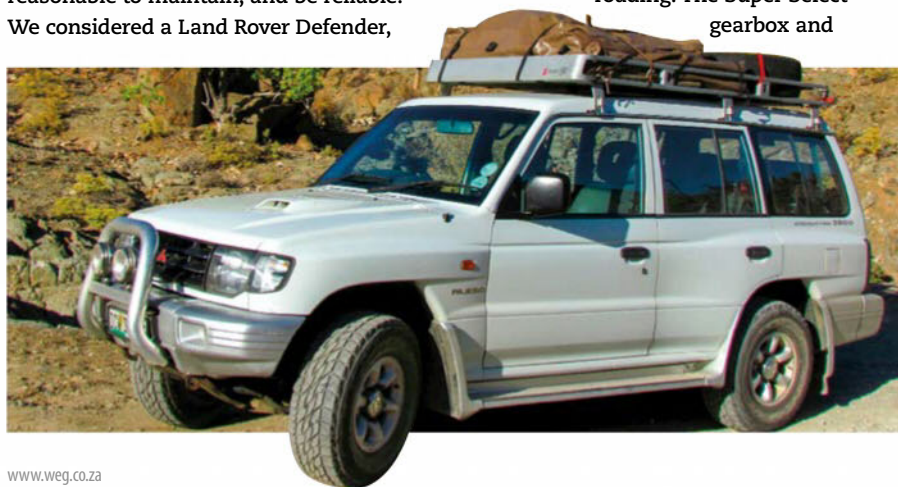
drivecamp@gomag.co.za and tell us about what's in your garage.

transmission makes light work of the deep, soft sand of Mabua and Savuti, though I did get stuck once in very thick mud during an excursion to Chobe.

After years of demanding dirt roads, the rear door has started to rattle on its hinges despite fixing the issue numerous times. The Pajero has otherwise **never let me down**, and 60 000 km ago I replaced the injectors, timing chain, and glow plugs just as a precautionary measure.

The fuel consumption can drop to around 12,5 l/100 km on the open road, but once we load the roof rack with two weeks of supplies the figure can quickly exceed 16 l/100 km.

We've been to many places, from the Karoo and Kruger to the Richtersveld and Mabua, but the absolute best has to be **Savuti or Chobe**. The combination of incredible scenery, abundant animal life, and exceptional sunsets make us return there again and again.



**SEND YOUR PHOTO!**

If you have a nice photo in your album that you would like to share with other people, send it to us and we may show it here. Any pic is welcome: from a porcupine at night, kids in a campsite to a selfie which you're particularly proud of. And it can be taken with any camera – from professional cameras to mobile phones.

Neels wins a Camp Cover camera bag to the value of R595 with his photo – congratulations!

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

Elephant's rest


WINNING PHOTO**Sundowners**

Neels and Elma Meyer of Mossel Bay tackled the sandy roads of the Kgalagadi Transfrontier Park in August. As well as his wonderful memories, Neels has also notched up a winning photo.

"We entered Botswana at Mata-Mata. From here we meandered up next to the border to Buitepos. We stayed on the sandy roads to Khaudum – one of the many highlights of our tour.

"Every day brought its own delight and, at the Tsoana waterhole, we saw an unusual sight. A good 160 or so elephants gathered at the waterhole as the sun set.

Small calves played in the water while the big ones curled their trunks in curiosity. We only got to camp in the dark, but we didn't complain – it was such a special moment."

First the good news: this is an extraordinary photograph. But unfortunately there's also bad news, and that is that people don't get to take this kind of photo every day.

Canon PowerShot SX50 HS;
Canon 4,3-215 mm lens; lens
exposure 1/100 of a second;
f5; and ISO 168.

To get a predictable picture when shooting into the sun is tricky because the direct light from the front usually causes a flare somewhere in the picture. Furthermore, it's an exposure reading the camera doesn't always get right when shooting on automatic. Neels, however, accomplished a wonderful scene where you can feel the sun setting and the animals cooling one last time in the water and quenching their thirst. Your eye jumps from one elephant to the next, right to the little one standing alone on the right. He ends off the scene beautifully.

If Neels wanted, he could make the pic even more dramatic by cropping the bottom bit (to just above the shrubs in the foreground).





Highlight

From people, birds, landscapes to a leopard and a lion looking you square in the eyes. **Harald Spiwak** of Pretoria always has his camera at hand.

"This is a pic I took of my eldest son, Manfred, a few years ago. We camped in the Tsendze Camp in the Kruger National Park. To go with the camp's peaceful atmosphere, we lit a few candles around the fire. The one candle's flame pulled Manfred like a magnet and he burnt some of the mopani leaves lying on the ground. I sat opposite him in my camp chair, saw how the soft glow lit his face and I quietly photographed him, with the camera supported by the chair's armrest."

Nikon D200; Nikkor 35-70 mm f2,8 lens; 1/15 of a second, f2,8; and ISO 400.

"The photo shows how the candle's flame mesmerised Manfred – so much so that he forgot about everything around him and simply enjoyed being in the moment."

Harald's photo is timeless and captures the essence of a young boy: pure innocence and the magical attraction of a flame.

This kind of picture is slightly "higher grade" and you could trip up without good equipment; especially the lens.

Harald uses the widest lens opening, which means the depth of field is very limited. Harald focuses on Manfred's one eye, but the flame of the candle is the same focal plane, which means that it's also in focus.

Harald was smart to make the camera rest on something stable because, at such a low shutter speed, few people could keep a camera still enough so that the picture doesn't blur.

Spot on

The Bushveld, says Leandi Mollentze of Pretoria, is her second home – and she's always ready with her camera.

"We often visit the Bushveld – it's a place that brings peace to one's soul. It was a late afternoon near Satara in the Kruger National Park when we saw movement in the grass. A leopard eyed some impala, but she eventually got comfy among purple flowers and green grass."

"The leopard went without dinner, but gave me an opportunity to shoot this beautiful animal in her environment."

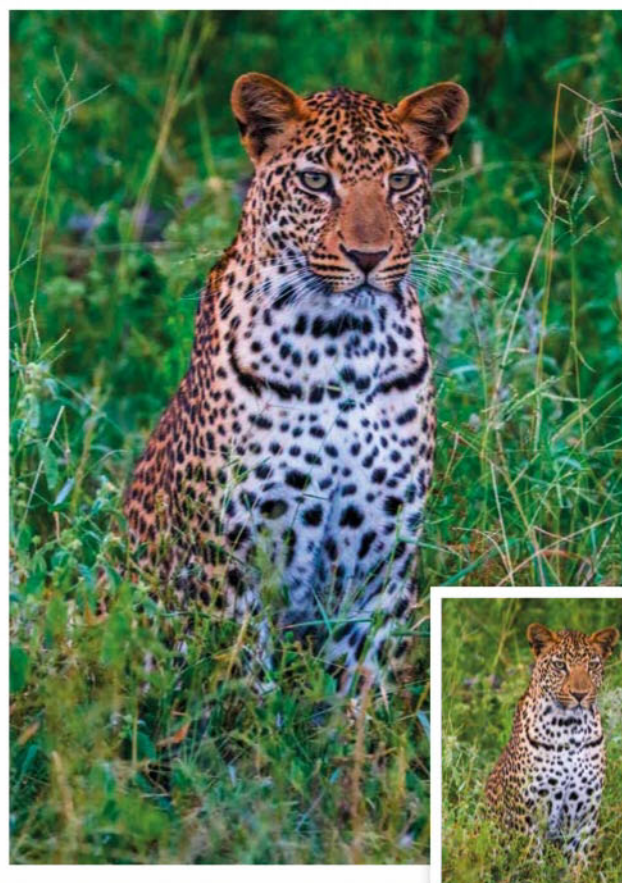
Few things can trump a leopard – not even an elephant weighing a couple of tonnes. Even if you're waiting with your camera at the ready, a leopard is probably the least likely of the Big Five you'll see, never mind photograph.

Images in low light like this

are a challenge, because it is necessary to use a slower shutter speed. Like Leandi, one can up the ISO, but it increases the noise in the picture; especially in the darker bits.

Because the leopard is in the shade, the picture has a slight blue cast. Photographers call it the colour temperature, and it is measured in Kelvin (K). Sunlight at midday is in the region of 5 500 K, while in the shade it gets closer to 6 000K. The higher the colour temperature, the colder (bluer) the light. This is also the case with Leandi's photo. One could drop the photo's colour temperature for a "warmer" picture (see the inset) – that's if you don't mind playing around with the pic. 📷

Canon EOS 760D Mk. II;
Canon EF 100-400 mm lens;
exposure 1/320 of a second;
f5,6; and ISO 6 400.



Catch yourself a yellowtail

Yellowtail and the Oyster Bay Resort have one thing in common: they're both delicious!



FISHING RESORT

Far from the noise and close to the sea

Oyster Bay Resort

This resort is located in the tiny village of Oyster Bay, about 40km from Jeffreys Bay in the direction of Plettenberg Bay. It's barely a dot on the map – there isn't even a post office here. If you want to go fishing, make sure your fishing permit is valid or stop at Humansdorp's post office to get your paperwork in order.

The Oyster Bay Resort is more or less in the centre of town and the beach is no more than a five-minute walk away.

The resort itself is a nice, neat campsite where you camp

on even stands and green grass. Shade is scarce, but taps, power points and bins are abundant. The stands don't have built-in braais, but loose drums you can carry closer if you didn't bring your own braai.

You'll find a large swimming pool and children's pool, trampolines, a basketball court, swings, a climbing frame and sandpit, a pool-and-TV room, and a coffee shop where you can order pizza (management only opens the coffee shop when there are many people camping). The Oyster Bay

Resort has a communal kitchen with a sink, microwave oven, fridge and freezer, all for your use as a guest.

There are two men and women's bathrooms, and the four private stands in the centre of the resort have their own ablution facilities.

Regardless of the part of beach you want to visit, it

will be half a kilometre at the most. Pick up your tackle early morning and walk down to the beach with your rods, or drive as a group. Black bream (galjoen) is one of the favourites, but the catching season for this sought-after fish is suspended between 15 October and the end of February.



Briefly | Oyster Bay Resort



Fish Among others, elf (shad), galjoen, black mussel cracker, kob and blacktail.

Camping 44 even stands on green grass with little shade, each with a power point. There are also four private stands with their own ablution facilities. All stands have electricity.

Ablution Four ablution blocks with showers, baths and hot water. Dishwashing at the communal kitchen. There are also four private stands with their own ablution facilities (with their own dishwashing).

Cost: For the ordinary stands, it's R320-R475 for two people, then R65-R85 pp. For the private stands R395-R520 and R75-R95 pp.

How far from Jeffreys Bay? 40 km.

What's the road like? Tar road to Humansdorp and then 23 km of dirt road – take it slow with a caravan.

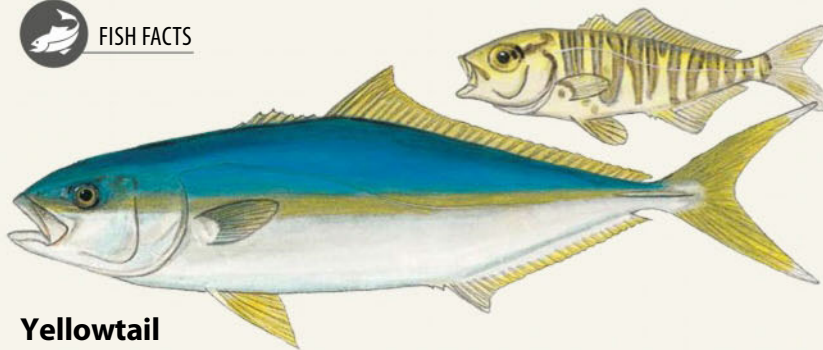
Contact 042 295 2218 or 072 419 6683 info@oysterbaygetaway.co.za oysterbaygetaway.co.za

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go! Drive & Camp says the private stands are popular – book early if you'd like to camp there.



FISH FACTS



Yellowtail *Seriola lalandi*

Yellowtail, you could say, is a world citizen as you find it throughout all the oceans. Here in South Africa, they are found from Namibia to northern KwaZulu-Natal. Larger numbers occur in shelf waters of the Western Cape.

It's a torpedo-shaped fish that's blue to olive green on top and silvery white at the bottom, with a yellow or bronze stripe along the side of the fish.

Size and biology They grow fairly quickly, reaching a maximum length of 1.5m and live to 21 years (based on Australian fish data).

Spawning takes place in summer along most of the South African coastline.

Habitat Adults swim in large schools offshore to depths of 100m. Juveniles are also found offshore, mostly associated with floating debris.

Where to find them This predator feeds on squid, crustaceans (crabs) and smaller baitfish species such as sardines, anchovies and horse mackerel.

They are targeted by almost every fishing sector, namely the traditional commercial line fishery, artisanal beach seine fishers, recreational ski-boat fishers, shore anglers and spear-fishers.

Yellowtail is a sought-after sport fish and will readily take lures or pilchard bait.

That's a record 58,5kg.



SASSI status Fishermen may catch any size, up to 10 a day. But remember, limit your catch, don't catch your limit.

Copy Dr Taryn Murray **Sketch** Elaine Heemstra © South African Institute for Aquatic Biodiversity (SAIAB)



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ADVENTURE ITINERARY

DAY 1

The group will meet 125km north-east of Grootfontein at the Grashoek vet gate. We spend our first night at a Bushman community. The campsite is in a beautiful area surrounded by manketti trees. Facilities here are rustic with a long drop toilet and bucket showers.

DAY 2

After an early breakfast, we will drive towards Tsumkwe. Here we will have a final opportunity to fuel up our vehicles for the next three days. We will then proceed onto a sand track towards Sikereti, our second night's camp in the Khaudum National Park.

DAY 3

An early start to the day ensures we get out into the park as early as possible to view as many of the animals as we can, before the midday heat arrives. We slowly make our way in a north-easterly direction to Khaudum main camp; the park has around 12 artificial waterholes and two natural fountains and they can all be reached by vehicle as two-track roads interlink the entire park. We enjoy a brilliant sundowner while looking out over the Khaudum Omarumba.

DAY 4

We will be spending another night at Khaudum camp, enjoying game drives from waterhole to waterhole during the morning and late afternoon while relaxing in the magnificent campsite during the day.

DAY 5

This morning we have an early start to leave Khaudum National Park heading towards the

Okavango River where we will spend the night at a campsite called Mobola.

DAY 6

We enter Bwabwata National Park in the late morning. Our campsite for the next three nights is Mukolo camp.

DAY 7

After a hearty breakfast, we set out on what is one of the highlights of our tour: a two-hour walking tour in the area surrounding the campsite.

DAY 8

Today we are up early in the morning for a game drive in Bwabwata National Park. After an afternoon of relaxation, we have a sundowner boat cruise on the Kwando River with its abundant birdlife.

DAY 9

After three great nights at Mukolo camp, we leave the Kwando River behind and continue to our next destination, Nkasa Rupura National Park, where we will spend our final two nights.

DAY 10

We explore the Nkasa Rupura National Park. During the dry winter months, large herds of elephant congregate on Nkasa and Rupara islands. But for much of the year, the park is awash with floodwater.

DAY 11

Sadly, after breakfast we have to say farewell.

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CROSSWORD

We have some great news for **Stef du Raan** from Bloemfontein. You have won a Camp Cover Lunch Box Cooler worth R290 for your correct entry in the crossword competition in our November 2017 edition. You can also be a winner like Stef. Complete the crossword, take a picture of it, and e-mail it to us at drivecamp@gomag.co.za. Remember to include your contact details. Or simply complete it online at <http://bit.ly/2gMzPiX>.

			Town in the Breede River Valley	Teases	Rooibos	Police officer (inf)	A tent manufacturer				
					Maths symbol						
		Area				Type of tide			Ill will		
		Yours and mine									
Hectare (abbr)		Meter	A single unit		Article				Type of starch	Fuzzy	Not those
					An eagle ...						
		Shot on the green				Leader	Talisman				
Increase			Depend (on)			Fancy party			"... dear!"		
						Hit hard			Deity		
Tummy				Change			Trifle				
Wager				Presents							
			Neon, eg			"I see!"		Chills			
						Fuss		Beside			
Farewell	Drudge				Morning (abbr)		Exist				
	Thou				Destroy		Complain		Tint		
			Quarrel								
						Belongs to me		Concession in Botswana			
Change (copy)				Not yes		Heaven		Thus			
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									Escargot	Glossary entry	
					Either ...		@	Passage			
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Trailer builder in George	Alias (abbr)	Gossip		Make a mistake		Set straight					
		Pinnacle		Fib							
						In the direction			Harness part		
						Perform					
All Black, eg					Wicked		Punctual (2,4)				
Stopped											
						Buff			Put down		
						Egg yellow					

COMPILED BY GERDA ENGELBRECHT

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WHAT IS VPS?

Surely the lack of vowels preclude it from being a word. Despite this it is frequently used as a verb (I'm going to VPS my car), and as a noun (I'm going to put VPS on my car). In truth it is neither - it is a brand name used by the extensive network of accredited VPS agents in South Africa, Namibia and Botswana. "VPS" is an acronym for Vehicle Protection Shield, a phrase coined by VPS Head Office in 2001 whilst developing the VPS paint protection system.

The paint protection film industry is rife with installers claiming to "also do VPS". Their false representation ranges from the wording used to describe the product in their invoices, to having the VPS logo on their vehicles and premises. This is hard

to control and usually only comes to light when unhappy customers complain to VPS Head Office about the film on their vehicles.

It is a credit to the VPS network that the brand has now evolved to being used as a generic term for applying paint protection film, much in the way that one would "Hoover a carpet", but this has drawbacks. In the medical world generics are widely and justifiably accepted, but if medication does not work as expected it can easily be changed. In the case of a "generic" paint protection film, changing the product when it does not perform is considerably more costly.

When buying a new car the phrase

Caveat Emptor (let the buyer beware) applies to many of the extras the purchaser may select, and in particular to the paint protection film fitted to the vehicle. It is no longer sufficient to simply ask for VPS to be fitted - it is essential to ask for VPS to be fitted by an accredited VPS agent. It is strongly recommended that customers call VPS Head Office to confirm the accreditation of the prospective installer.



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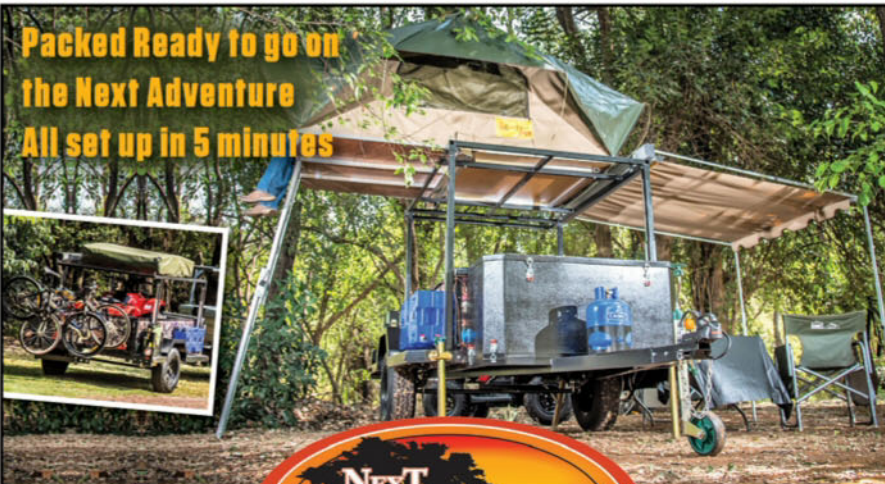
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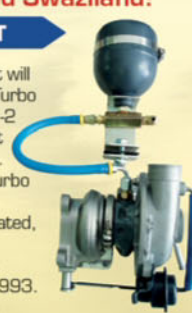


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Too good to be true

When a young man's attitude over his car and fuel consumption gets out of hand, then he has to be taken to task. Etienne Erasmus recalls the revenge plan.

Fuel consumption is a tender subject for most people, especially men. You sometimes get the impression that your status is determined by that number – your mileage per litre – just as it is by your car, your rugby team, your job description and how many followers you have on social media.

How many times haven't I had to listen to my friends arguing over whose car has the best fuel consumption? And the excuses as to why Willie's is better than Braam's... wind resistance, wheel size, air pressure, octane, tire pressure... everything plays a role.

The one thing that never changes is the fact that everyone's car gets lighter on fuel as the night progresses, as opposed to the size of the fish that got away.

MANY YEARS AGO I WORKED at a chemical manufacturer where we trained interns, technicians and engineers in house. The unwed apprentices stayed in a hostel, and this spot was a breeding ground for youthful capers. One incident in particular will stay with me for a long time but, to understand it properly, you need to know the characteristics of an apprentice – or appy, as they are known.

Firstly, an appy doesn't make much money. Yes, they get a little more each year as they pass exams, but it stays negligible. And then there's the unofficial ranking: a first-year walks or cycles, a second-year gets to ride an old motorbike or scooter, and a third-year drives an ancient car of which the bonnet, one or two of the doors and the boot usually differ in colour. In the café, they are easy to spot. They're the okes who buy a bottle

of cool drink and take three straws. And, because a packet of cigarettes is a luxury for them, they buy cigarettes one by one.

And, underneath the surface of any appy, lies an obsession with the day he'll qualify, earn a lot of money and enjoy life.

AND SO, A GUY NAMED JOHAN

completed his apprenticeship and, thanks to the bigger salary and substantial benefits that suddenly came his way, he got engaged to a girl. And, of course, he bought himself a brand-new



car – the most expensive one he could afford. It was a Volkswagen Jetta – not the flagship model, but the one just below it, the CLX.

Johan quickly underwent a complete transformation. Suddenly he looked different, walked differently and even spoke differently, as if his voice reached an octave or so lower. There was no end to his arrogance. He'd interrupt you and, with his know-it-all attitude, made you understand that he was your superior when it came to knowledge and intellect. A scaramouch in the true sense of the word. And he did not pass up any opportunity to boast about his CLX.

All of this could still be forgiven. But when he started targeting the apprentices, it was one step too far. He'd been one of them just the other day, but now he belittled every other appy. One of his favourite pastimes was to walk through the training centre making comments like: "You bloody appys need to pull finger,

otherwise you'll never be able to afford a ride like mine." Other times, he came to boast about how economical his Jetta was and then challenged anyone: see if your "blik met wiele" (tin on wheels, a nickname for BMWs) can equal my car's fuel economy.

JOHAN'S ATTITUDE CUT DEEP, and it wasn't long before the apprentices decided enough is enough. In his absence, they held a court martial and declared him guilty of appy treason. His sentence was unanimously approved, but before it could be implemented, they had to do some scheming... with none other than the condemned's fiancée.

A handful of them went to explain the situation to her, and their plea – with the incentive of chocolate, of course – didn't fall on deaf ears. She surrendered the Jetta's duplicate key and a piece of valuable information: the car's tank got filled up every Monday night after the couple had been to visit her parents in the platteland for the weekend.

That Sunday night the appys got together and everybody contributed some cash. The plan was to buy petrol every week and fill the Jetta's tank before Johan went to fill it up. The first week they added 5 ℓ, the week thereafter 10 ℓ and the next week 15 ℓ. And, of course, Johan's log book showed him his car kept getting lighter on fuel the more he drove the engine. It started at 14 km/ℓ, became 16 km/ℓ and 18 km/ℓ, and then it got to 20 km/ℓ! This, of course, resulted in his log book and calculator accompanying him on his annoying visits to the training center. "Just look here! The more I drive, the lighter it gets. Who of you can say that?"

At first, the the guys made fun of him behind his back, but around week three they told him to his face he was being silly. But he wouldn't let it go; the less anyone wanted to believe him, the more he showed them his calculations were correct.

By the fourth week, the revenge gang started complaining about the petrol contribution and the decision was again taken unanimously: pay day was just around the corner, and

the Jetta would be filled up once more – and this time they'd do it properly.

That weekend they gathered every single empty bottle and container they could find and took their last trip to the filling station. They bought a full 32 ℓ. That Sunday night, the Jetta was filled up again and on Tuesday Johan swaggered in to brag about his car's fuel consumption: a staggering 39 km/ℓ!

AFTER THAT, THE TANK was never filled again and, by the fifth week, reality hit Johan. At the filling station the pump ran... and ran... eventually the car swallowed more than 50 ℓ. Johan desperately grabbed the log book and tried to figure out what's was happening now. The consumption surely shouldn't drop from 39 km/ℓ to 13 km/ℓ within one week!

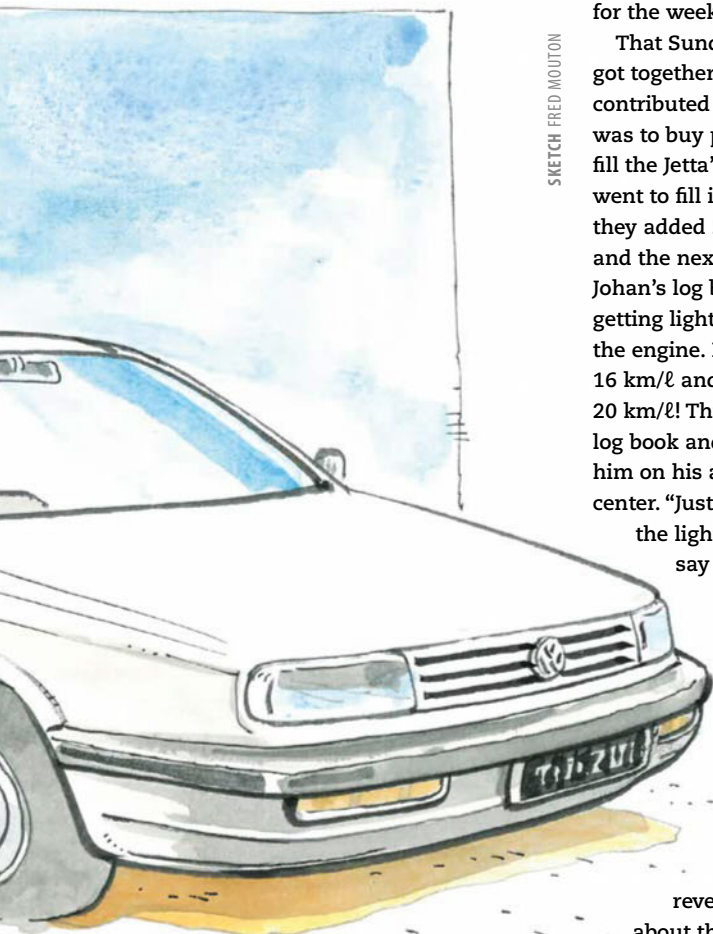
In the café, they are easy to spot. They're the okes who buy a bottle of cool drink and take three straws.

He called the dealer and booked in the Jetta. The car stayed there for almost a month and everything – from carburettor, instrument panel, odometer and engine to the gearbox and tyre pressure – got checked. The factory even sent a representative to come and check out the Jetta, but nobody could figure out what was wrong. Johan insisted on a new car, but his plea fell on deaf ears.

At work, he was a changed man: gone was the loudmouthed showoff, and in his place was a grouch that strongly resembled a wounded animal. Ask him anything about the Jetta, and he'd bite off your head. Then he started mumbling about buying a new car.

This carried on for two years, until Johan eventually accepted a job in a neighbouring town. He never found out about the revenge of the appys, and they actually felt bad as it was never the plan to break him completely.

My dad was right when he said: if something sounds too good to be true, then it is too good to be true!



SKETCH FRED MOUTON



Get up and go

After struggling with a 4x4 bakkie and its rooftop tent and ladder, **Kenyon Clegg** from Jeffreys Bay wanted something simpler. Having taken matters into his own hands, his Hyundai H1 is rough and ready for adventure.

Edited by **Kyle Kock** Photos **Kenyon Clegg**

“We’ve camped for 50 years with many different types of rigs. All of them have similar disadvantages.

They take too long to set up, involve towing or ladders, are too heavy, and require too much effort.

We needed something simple that’s quick and easy to erect. After some sketches, a bit of daydreaming and discussions with my wife, I decided to build my own campervan.

For our ideal camping scenario, we needed to have the essentials fit inside a van. It had to be a case of arrive, unpack table and chairs, and then just relax. We found that the Hyundai H1 panel van suited our needs in terms of size. We could have gone for a bigger vehicle to pack in a lot more unnecessary stuff, but that would have defeated the purpose.

All we really needed was to sleep inside, have clothing and food easily accessible, and have a refrigeration unit inside with at least 25 litres of drinking water. We’re happy to cook

and relax outside because the African climate supports these activities most of the time.

I built most of the camper’s interior structures, like the floor and the bed with the drawer system underneath, using plywood. The bed measures 1 800 mm x 1 300 mm and is always in a sleep-ready position. There are three drawers to the front and back and two compartments with a lift-up lid to stow away items that won’t going to be used daily. The sliding doors on both sides makes access super easy so everything from the groceries to the library shelf is within reach. A length of house roof gutter also made for a handy storage shelf for small items.

The fridge runs off either solar power or mains from the campsite (the mains power is connected within the engine bay and leads to a multi plug inside the H1). There’s a 105 amp/hr battery next to the fridge and, when there’s no mains power, we use this battery to run the fridge and lights. A gas plate handles the cooking.

On the outside, an awning with side walls for shade and shelter and a solar panel on the vehicle’s roof complete our rig. If there are no ablution facilities, we use a shower bag, toilet paper, spade and matches.

During our travels all over South Africa we have plenty of fellow campers coming over to ask if they can have a closer look and even take pictures of the H1. We don’t envy the folk huffing and puffing with oversized motorhomes, huge caravans and heavy trailers with acres of canvas. We simply just drive and camp. Easy-peasy.”



Have you spotted any wacky 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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