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ISSUE 696



Caravan

MARCH 2020

& OUTDOOR LIFE

RESORTS OF THE MONTH

DRIE BERGE
North West

ALTE BRÜCKE
Namibia

KLIPKRANS
Western Cape

FIDDLERS CREEK
Northern Cape

DESTINATION OF THE MONTH

*Spitzkoppe,
Omaruru River
& St Nowhere*

NAMIBIA

REVIEW Jurgens Penta 138 GS



JOIN OUR TOUR! SEE PAGE 10 FOR DETAILS

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Happy birthday to us!

Last month's magazine was its 60th birthday, a fact we did not realise until Geoff Courtis from Natal Caravans and Marine called to say, "Hey, it's your 60th!"

Caravan and Outdoor Life shares the same birth year as Natal Caravans and Marine making them – and us – the oldest in the industry, still owned by the same families. Both companies are run by third-generation Courtises and Castles, and this issue marks the 696th issue we have published. No other media company can beat us on experience or industry knowledge. Today we reach no fewer than 121 040 people through our print, digital, and social media.

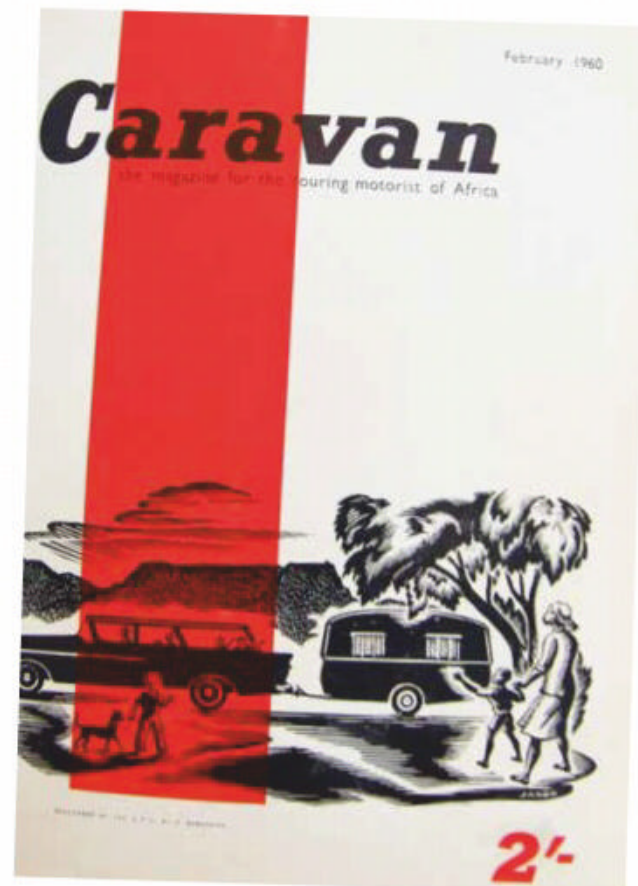
For some perspective, in February 1960, when the first issue went on sale South Africa was a Union – a self-governing dominion of the British Empire and not a republic. Looking back on that first issue it consisted of 34 pages, had a



cover price of two schillings, and the first caravan test, or 'Consideration' as it was called in those days, was a caravan called the ASA de Luxe, built by ASA Timber Industries in the Cape.

Reading this Consideration brought home the fact that as much as present new innovations in caravans and motorhomes are introduced, it has in many cases been done before. Take the Asa for instance, in 1960 it had a fibreglass roof, plywood inner and outer walls, 16-inch tyres, a body length of 4.9m, and weighed in at only 1 133kg.

Advertising revenue is the lifeblood of any magazine and in that issue, Ford had two adverts, one for the Ford Taunus from Germany and the other a Ford Anglia, with their message claiming it was the world's most exciting light car



and here's why... it had no less than 2 229 square inches of glass.

The first advertiser was Jurgens and they enjoyed some publicity for the Volkswagen-based Auto-Caravan prototype – which many years later became the top-selling Autovilla.

There was also an advert for the Racasan portable toilet, a camping accessory that left me scarred for life, being merely a bucket with a lid and some colouring called Racasan fluid. Not a pretty sight and a great fear that it might fall over with you on it! In those days my dad and the Caravan Club used to visit a number of resorts that did not have the amenities we enjoy so much in today's resorts.

From me to you, thank you for sharing in our history, to our wonderful friends at Natal Caravans and Marine – once again the only Jurgens CI dealership in Durban and Pinetown – happy birthday! To my staffers and advertisers who have made it possible to produce this magazine – I couldn't do it without you guys! Many, many thanks.

Godfrey

(I want to hear about your camping escapades – email me at godfrey@caravansa.co.za.)



Contents

Issue 696 Volume 60 No.3

PAGE 16

- Motorhome World's new Discoverer Journey motorhome looks to be a lean, mean touring machine for two. Built on a new Fiat Ducato, it retains the original vehicle body but has been equipped with a rather luxurious interior.
- Heavy rains in Kruger force SANParks to close gravel roads and some parts of the park.
- Corian's Pennington Caravan Resort may be closing. At best it is up for grabs for re-development.

Pg 16

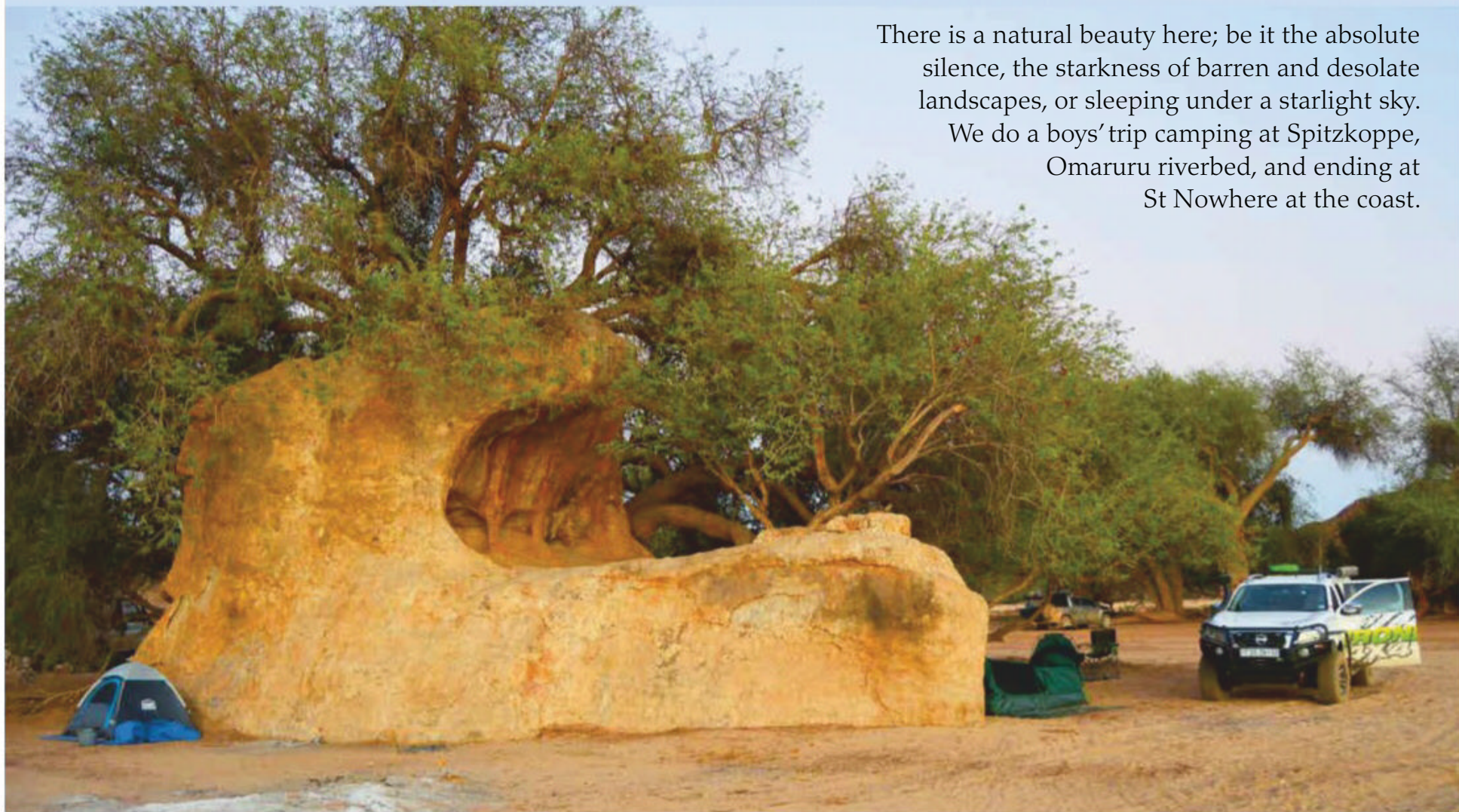


Pg 20

Destination of the month

NAMIBIA OFFERS A CAMPING EXPERIENCE LIKE NO OTHER.

There is a natural beauty here; be it the absolute silence, the starkness of barren and desolate landscapes, or sleeping under a starlight sky. We do a boys' trip camping at Spitzkoppe, Omaruru riverbed, and ending at St Nowhere at the coast.



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Regulars

- | | | |
|--|--|--|
| <p>6 CAMPFIRE:
Read about interesting camping experiences</p> <p>10 JOIN US FOR AN ADVENTURE OF A LIFETIME</p> <p>12 CAMPING CONNECT:
Camping conversations on our website and social media</p> <p>14 CAMPING GEAR:
This month we level up, clean up, strap up, and cook up a storm</p> <p>16 NEWS: What's happening this month</p> <p>20 DESTINATION OF THE MONTH:
Namibia - camping at Spitzkoppe, Omaruru riverbed, and ending at St Nowhere at the coast</p> <p>26 PENTA REVIEW:
It's bolder, with great new features and a four-berth layout</p> <p>30 RESORTS OF THE MONTH:
Drie Berge (North West Province)</p> | <p>34 RESORTS OF THE MONTH:
Alte Brücke (Swakopmund, Namibia)</p> <p>38 RESORTS OF THE MONTH:
Klipkrans (Western Cape)</p> <p>42 RESORTS OF THE MONTH:
Fiddlers Creek (Northern Cape)</p> <p>46 BETTER BALANCE:
Get your caravan or trailer to tow better</p> <p>48 HOW TO KEEP YOUR TENT CLEAN</p> <p>50 ISUZU D-MAX:
An automatic choice</p> <p>52 IT'S JUST A GUST:
Setting up your tent in high winds</p> <p>54 NATIONAL LUNA: Still standing</p> <p>56 PHOTO COMPETITION:
Your holiday highlights</p> <p>58 CONSERVATION:
Pangolins and coronavirus</p> <p>60 CARAVAN CLINIC:
Readers' problems solved</p> | <p>63 GET YOUR MAGAZINE DIGITALLY</p> <p>64 GOURMET CAMPFIRE COOKING:
Ivan's Delicious Lamb Pot
Strawberry Cheesecake and Chocolate Crêpes</p> <p>66 RESORT SPECIAL OFFERS:
Discounts and premium packages</p> <p>68 PUZZLES AND BRAIN TEASERS</p> <p>70 TOP FEATURED RESORTS IN SOUTH AFRICA</p> <p>79 ON THE MARKET
Find the manufacturers</p> <p>84 GEAR AND SERVICES</p> <p>89 DEALERS' DEALS</p> <p>90 RENTALS
Rent a caravan, motorhomes, or off-road trailer</p> <p>92 CARAVAN SPECS AND PRICES</p> <p>94 MOTORHOME SPECS AND PRICES</p> <p>96 READERS' CLASSIFIEDS</p> |
|--|--|--|

Resorts of the month



Pg 34

Alte Brücke

When in Swakopmund, stop over and enjoy your own private amenities at this resort



Pg 30

Drie Berge Caravan Park

Camp for the weekend or join their club



Pg 38

Klipkrans Private Game Reserve & Campsite

Private, grassed camping sites next to the river and a 4x4 trail



Pg 42

Fiddlers Creek campsite

An oasis on the South African side of the Orange river, with Namibia on the opposite bank

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Around the campfire

Readers share their outdoor adventures and air their views

USE A FLINT

On a recent trip to the Ceres area, I completely forgot to take along a lighter or matches to light my gas stove. With no shop around, or at least within 10km of the campsite, I was stuck without hot coffee or the ability to make food.

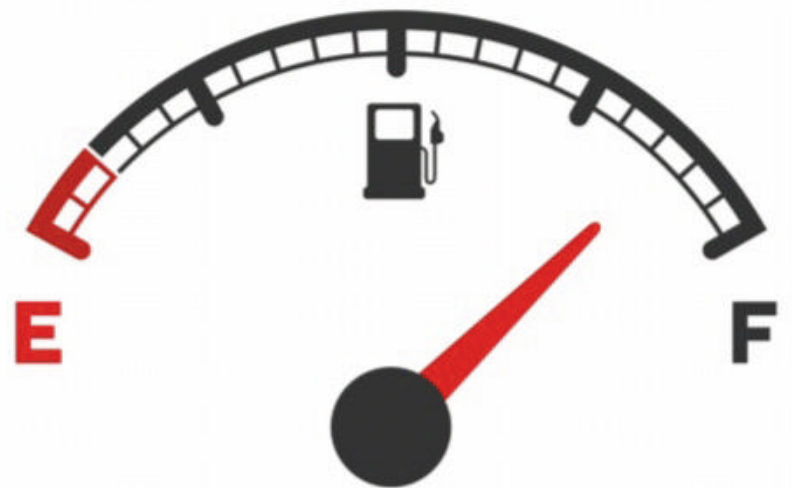
It was then I remembered I had purchased a flint striker and after regurgitating information from the recesses of my brain to try and remember where I had put the flint striker, I located its whereabouts, tucked neatly into the front pocket of my picnic haversack. I had never used the flint before and was not even sure if I would be able to light my gas cooker with it. Well, one quick strike of the flint next to my gas cooker and voila, I had a flame, coffee, and hot food.

What a pleasure it was to use this camping accessory that had been lying dormant for over a year. Sometimes the simplest things can make a really big impact on the outdoors.

Clint Weatherstone



Keep a flint handy for those rainy days or when you don't have a box of matches.



A TIP ON SAVING FUEL

After a long absence, we are now back in the caravan family, having recently invested in a good used Penta. When our four children were growing up, we bought a new Caravette 6 in 1988 with which we had wonderful holiday experiences, travelling the whole of South Africa, Namibia, and even to Mozambique.

Our tow car then was the 2.1 Microbus, which was perfect for family holidays. When the kids left home we sold the caravan, some 15 years later, and for the same price we had paid originally – not counting inflation. We then decided we wanted to explore the more remote areas and roads not suited to a caravan.

We replaced the Microbus with a Colt 2.8 4x4 and replaced the caravan with a dome tent, travelling to Namibia, Botswana, and all of our national parks. In 2011 we upgraded to an Amarok 4motion, which is still giving great service after 160 000km and a recent African adventure to the Serengeti, in Tanzania. After 10 years of tenting, we discovered the convenience of the clamshell rooftop tent. What a pleasant experience, and so easy to open and close. We still use it in combination with the caravan.

To get to the point, travelling long distances certainly makes a dent in the fuel budget. We have discovered that the truck stops are a great way to save, generally about R1/litre less than the mainstream garages. They also have good ablutions, which are cleaner than the overcrowded Ultra Citys or One-Stops. On the N1 Cape to Gauteng route, your savings on fuel costs balance out the toll fees and more. There is just one catch, they do not accept credit cards, only cash or debit cards. However one can plan for that. It's worth considering if you live on a pension.

Norbert & Christel Funke

AWESOME STUFF

My first read of this magazine was the December 2019 edition, thanks to my dad. I enjoyed it so much that one day, when I grow up, a Skipper Oyster LXT Max will be on my gift list – from me to me!

Reading about my home region, Lambert's Bay, brought back so many memories. I also enjoyed reading about all those awesome camping gadgets. Seeing that the December issue relates to my hometown region, I want to share a few pics taken at Rondeberg Resort in Clanwilliam, while on my 20-year matric reunion (Aug 2019). Rondeberg is inland from Lambert's Bay and, since it was not mentioned in the article, I wanted to bring it to the attention of caravanners going to this area or en route to Namibia.

Well done to an awesome magazine! Keep it up!

Marishall Theron

(Thanks for the kind words – you won't go wrong with that Skipper Oyster, it is exceptionally well made.)



Me and a handsome guy at Velskoendraai Farmers' Market.



The beautiful Rondeberg Resort, looking out on Bulshoekdam.

WANT TO SHARE YOUR STORY? HAVE SOMETHING TO SAY?

Nothing beats sitting around a campfire and telling caravanning and camping stories. But what if the entire country was your campfire, and you could share your adventures with thousands of other outdoor lovers? This is what *Caravan & Outdoor Life* is to our readers. Our magazine and website brings together the camping community, and is a fantastic place to tell others about your travels, ask for advice, let your voice be heard, or simply share some news. So pull up a chair, sit down and write to us!



The easiest way to get in touch is via email: editor@caravansa.co.za



If you prefer to write, send a letter to:
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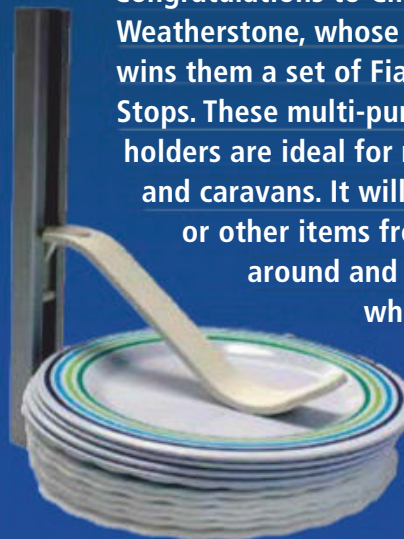


Or join the discussions and get the latest news on our forum:
www.caravansa.co.za

WRITE TO US AND WIN

In every issue, one lucky letter will win the writer an exciting prize.

Congratulations to Clint Weatherstone, whose letter wins them a set of Fiamma Omni-Stops. These multi-purpose holders are ideal for motorhomes and caravans. It will keep plates or other items from bouncing around and breaking while on the road.





The town of Rhodes is a national monument, remember the telephone box?

WHY WE ENJOY CAMPING

My wife, Natalie, and I are what you might call mountain pass and small town freaks. I especially enjoy logging the history and purpose these fascinating towns served in the past. Mostly, we pull our camp trailer all over South Africa (and beyond).

Not all mountain passes are safe to be towing, so we often set up a hub camp and explore from there. Our photography and photo books have become an extension of our travels and record our fascination with the places we visit, which we share with anyone who has similar interests.

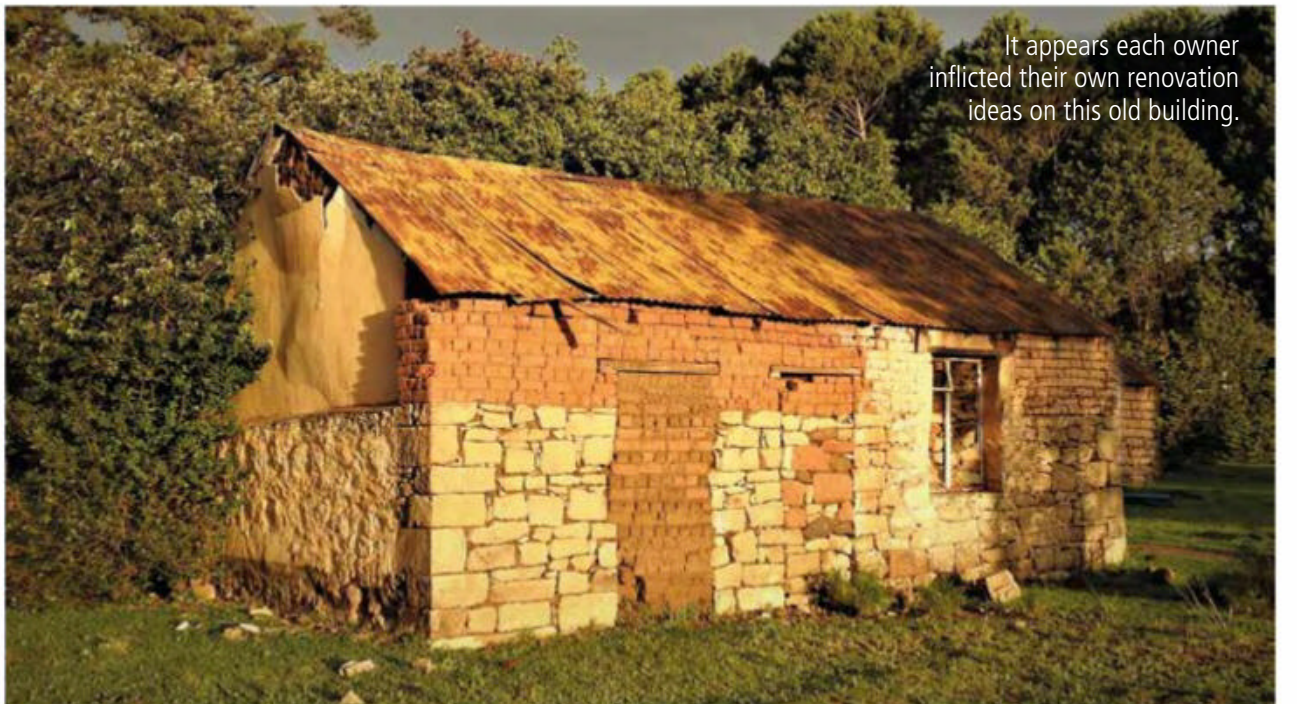
Take for instance the abandoned historic little town of New England, near Barkley East. It was founded by the original Scottish and Irish settlers in the area and I imagine they had high hopes of it one day becoming a mighty metropolis. Few maps actually even show it nowadays. To find it go to Barkly East (southern Drakensberg) and trace a route 22km north along the Langkloof Pass, crossing the Kraai River. This is the heart of the fascinating Reverse Railway System



It's done its time. Keep a lookout for this old Chevy on Carishoogtespruit Pass.



Who is more interested in whom? Show my left side profile, it's better than my right!



It appears each owner inflicted their own renovation ideas on this old building.

that is only one of three in the world and which sadly stopped operating in 1991, but it's worth a read!

Another thing we enjoyed on our travels was when my wife and I watched a weaver building his wife's nest for days, while we were camping in the Pilanesberg. He was busy from sunup to sunset without a break for lunch or tea. The only time we saw his 'wife' was early one morning when she destroyed all his hard work... a rather cruel and tearful sight.

Tommy Cowell

(Sounds like you are getting great use out of your trailer! You prompted me to find out more on a Reverse Railway System. It is used to climb steep inclines when there is no route for a continuous, winding track. The track double backs on itself using points, once the engine and its trucks have passed the points these are switched and the train reverses to the next section. This happens backwards and forwards from the bottom to the top of the incline. I would really like to go and have a look at New England and the surrounding area.)



Building the Condo. How am I doing, babe?



Once the source of information, the old post box system.



Our trusty, well-travelled Toyota Fortuna and Echo Chobe have served us well.

CARAVAN OR MOTORHOME?

Having been keen caravanners whilst our three children were still young, the urge to camp once more returned some 15 years after the selling our van. Something about touring in a motorhome caught my attention and after some 12 months of looking for a suitable unit, I bought one; much to my wife's horror. I spent nearly 12 months renovating the vehicle and spent some R150k on a host of items such as solar power, (500watts) with 600 Va Batteries and 3Kva Inverter, new appliances, new wheels & tyres, suspension upgrade, new disc brakes, new HD clutch, LED lights, additional water pumps, re-wiring, LED lights and more.

However, after two different camping adventures, where we had no easily-accessible transport due to setting up our camp in semi-permanent fashion, I decided to purchase a scooter to allow us to do the shopping etc. This latter decision was to prove my undoing, as my wife was not happy at all to ride on the back. To transport the Vespa, I had a hinged platform built at the rear end. It worked well and I was able to tow our trailer with all the additional equipment, with ease. (For me, towing a small vehicle such as a Suzuki Jimny is not a viable solution.)

Bottom line, despite a third great seaside stay of nearly four months, on our return home, I put the vehicle up for sale; within a week it was sold (big surprise). A lady



Our WJ Pacer motorhome was equipped with a Vespa scooter for when we needed transport and a trailer for all the odds and ends.

phoned me up and simply stated that she wanted to buy the vehicle. After a visit, with a full inspection and test drive, she paid for it in cash.

After some serious considerations and long sessions looking through ads on Gumtree and other sites, I bought a secondhand Wilk caravan. Having spent some three months on improvements, we are set to visit the coast once more. In my experience, towing a van and driving a motorhome are two very different undertakings and, to be honest, I prefer the latter but for the sake of peace, I bowed to my good lady's wishes.

Charles Palmer



Into the *wild*

BOOK AN ADVENTURE OF A LIFETIME

Caravan and Outdoor Life and Coenie Moll, of Cederberg 4x4, join forces to offer an affordable adventure suited to the whole family. Seasoned outdoor enthusiast and guide, Coenie Moll, with our very own photojournalist, Richard van Ryneveld, will be heading off to Botswana and the Caprivi. The 14-day trip falls within the June/July school holidays making it accessible to the whole family.

The adventure starts in Ghanzi on 15 June 2020 and ends at Khama Rhino Sanctuary near Serowe on 28 June 2020. The same team will continue on, after a two-day break, with an equally exciting 18-day trip to Zimbabwe (30 June - 17 July).



For more information check out the Cederberg 4x4 website at www.cederberg4x4.co.za. The website gives a detailed itinerary of these two trips. Book now and we'll see you there!

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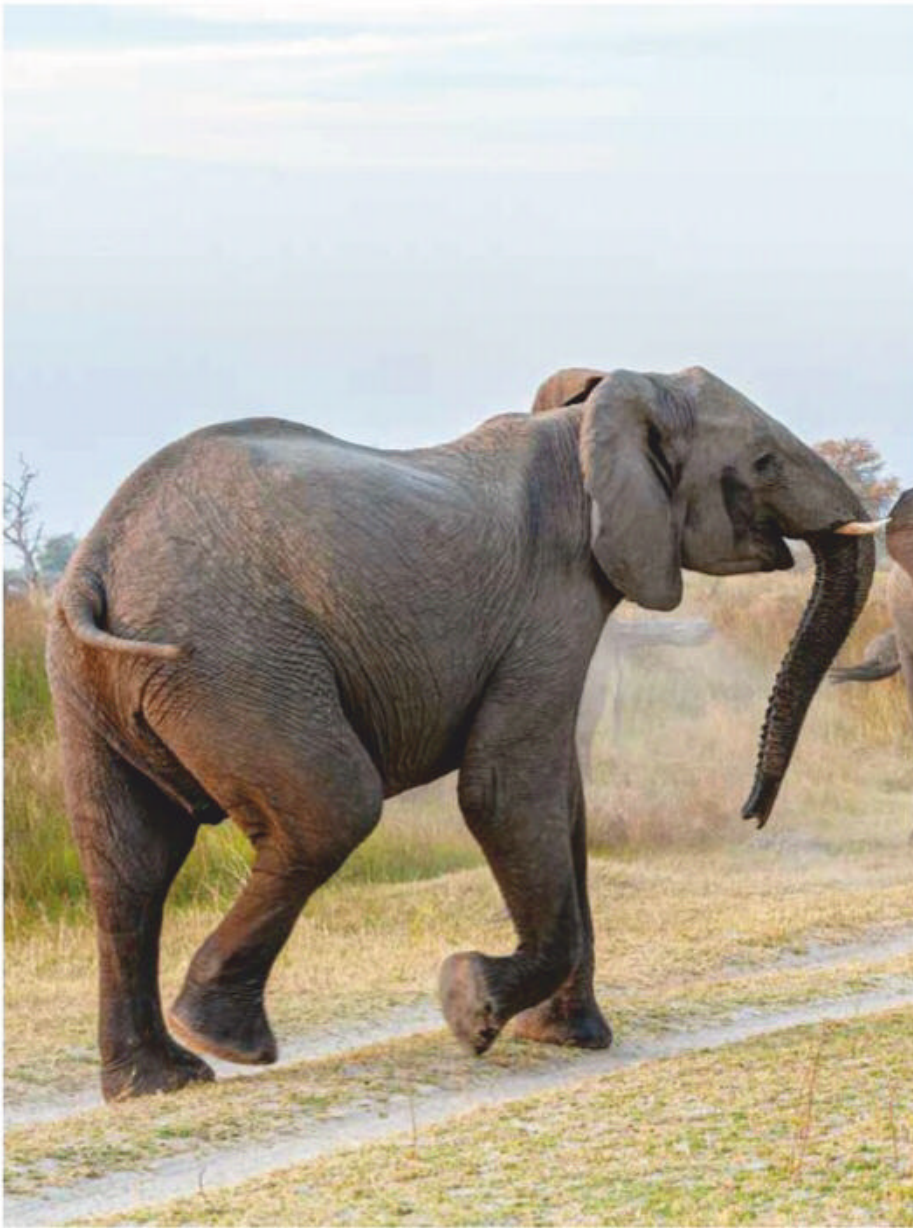
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BOTSWANA

14-day trip

15 June - 28 June

Includes Ghanzi, Okavango Delta, Tsodilo Hills, Chobe, and Victoria Falls.

The Botswana trip starts in Ghanzi and heads up to the Okavango Delta. The group will visit the mysterious and historic Tsodilo Hills allowing enough time for tigerfishing and game viewing. All the campsites we stay at are close to the national parks, the Okavango Delta, and various other exciting places of interest. With visits to Chobe and a side trip to the Victoria Falls, Cederberg 4x4 has tailor-made a variety of extremely safe and affordable adventures for the whole family. Coenie's vast knowledge as a tour leader ensures that the campsites are first class with excellent ablution facilities. With the good gravel road system in Botswana, Coenie has also been able to plan and accommodate SUV vehicles without low-range capability for both trips to Botswana and Zimbabwe.

The incredible wildlife, the evocative cry of the Fish eagle, the largest elephant population in Africa, and the chance to catch your first tigerfish are but a few of the wonders that form part of the trip. The best way of examining this trip in detail is to head over to the Cederberg 4x4 website and book your dream adventure. Website: www.cederberg4x4.co.za.

Botswana trip Itinerary: On the main website page navigate to the Trip/Tours panel. This panel is sub-divided into Day Trips/Long Tours/Week-end Trips/Trips during School Holidays and you will find the Botswana trip under the Long Tours heading.

ZIMBABWE

18 day trip

30 June - 17 July

Includes Hwange, Vic Falls, Kariba, Mana Pools, and Zimbabwe Ruins.

Join this exciting adventure to Zimbabwe with *Caravan & Outdoor Life* journalist, Richard van Ryneveld, and Coenie Moll, of Cederberg 4x4, for a well-planned, safe, and affordable journey to Zimbabwe. This is the perfect opportunity to take your off-road trailer or caravan with other experienced caravanners for a true bush holiday. Take a look at the itinerary on the website for more specific details.

The locals are tourist-orientated with positive attitudes, leaving you with a safe feeling and inviting a return visit to this beautiful country. Zimbabwe is a must-visit destination on any outdoor and 4x4 enthusiast's to-do list. Here is your opportunity to tick off another item on your bucket list.

Zimbabwe has become another regular southern African destination on the Cederberg 4x4 year calendar. On our visit we will be setting camp in close proximity to Matopos National Park, Hwange National Park, and Victoria Falls National Park, giving participants the opportunity to visit and explore these well-known landmarks. We will also be setting camp at two destinations on Lake Kariba; one in Binga and the other at the town of Kariba close to the Kariba Dam wall.

No overland adventure to Zimbabwe is complete without a visit to Mana Pools and the world-famous Zimbabwe Ruins. These are must-visit destinations on any 4x4 enthusiast's to-do list. The town of Gweru is home to Antelope Park, a world-renowned lion project centre offering many activities not often found elsewhere. Our Zimbabwe visit will end at a camp near to the Zimbabwe Ruins with breathtaking views over Lake Kyle. It is here that the Zimbabwe tour officially ends and where we will say our goodbyes before heading home in our respective directions.



Camping connect

Camping conversations on our website and social media



FROM OUR FORUM

Every month we publish the most interesting online Forum posts in the magazine. If you want your question, destination review, or letter to be published, make sure to post it on the Forum on our website.

CAMPING IN MALAWI

I have been wading through my collection of *Caravan & Outdoor Life* magazines, collected over many years as a member of the CCSA. I have kept these magazines through the years and I have been trying to find information on caravanning to and in Malawi. I have found many articles and reviews on Namibia (which I have done several times), and even one on Angola which I don't particularly fancy... but nothing on Malawi. Have you ever published any articles on Malawi? Your help would be much appreciated.

Colin Chaplin, KZN

GYPSEY ROMANY RALLY TENT FOR 2006 MODEL

Good day, where can a person purchase a new Rally tent for the Gypsy Romany 2006 model?

Gavin Atterbury

CAN YOU HELP?

I'm a camper enthusiastic that has camped a few times with a tent. I'm currently in the process of getting my EB license and then I'll be able to tow a caravan. As I don't have a caravan, I was thinking about renting one to see what it is like to tow and camp with. Eventually, I want to buy one.

My first question is: How many times do you guys typically use the caravan in a year? Should I buy one or just rent when I need? I think this is actually my biggest question. I live in Johannesburg and I've found some places that offer a rental option.

And then, do you recommend with or without a toilet? All the camping stuff that I have is for tent camping. Is there anything specific that I need for the caravan?

I drive a Ford Everest; do I need to buy those mirror extensions?

Thank you.

Rodriog Silva

CAMPFIRE CHAT

FUEL EFFICIENT TOW VEHICLES

With the fuel price rising every time we blink; fuel efficiency is becoming the deciding factor when shopping for vehicles. We are ready to upgrade our tow vehicle but do have budgetary constraints. At this stage, we are towing a small 3-berth van but may wish to go to something in the mid-size range in the future (no more than 1 500-1 750kg). Our 14-year-old X-Trail is so thirsty it has started affecting our decisions on how far and how often we travel, so it's time to trade her in for something more fuel-efficient. In doing some research before we buy, I've seen articles on the most fuel-efficient SUVs and bakkies, as well as many articles on the best tow vehicles, but I can't seem to find anything on one that combines the two. Something like, 'the most fuel-efficient vehicle for towing, that won't cost you an arm, a leg, and a kidney'. We are not looking for amazing power but we do want to sustain speeds of 80-100km/h up hills. We would also want to tow at about 100-110km/h. So, who tows with what and are you happy with your fuel consumption? I realise that we are maybe talking about comparing apples and pears here, but I think it's still a worthwhile conversation.

Penelope Flac

DESTINATIONS & ROUTES

NATAL MIDLANDS

Please can I get some recommendations, as we do not know KZN at all and we are attending a wedding in September, in the Midlands.

1. Where would you suggest we camp for August; my husband is a keen fisherman?
2. The wedding is taking place at Braman Hills, we would like a caravan park that is safe and has fishing. Also, is it safe to travel at night in the area?

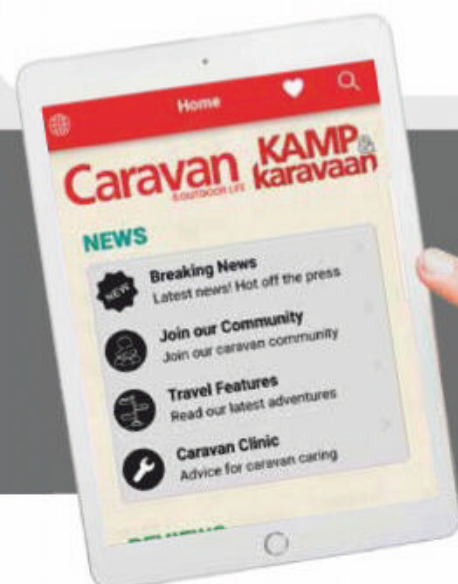
Linda Duits

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Price: **R472.32** incl. VAT

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Good looking *cooking*

Roadque's Mobile Camping Kitchen with gas cooker is made of durable aluminium, ensuring it stays corrosion-free. This robust unit includes:

- Single plate gas stove
- 16 piece melamine dinner set
- 16 piece cutlery set
- 4 glasses
- Braai tongs
- Spatula
- Serving spoon
- Bottle/can opener
- Available in various colours

The mobile camping kitchen's dimensions are height: 450mm, total height when open 760mm, width 315mm, length 550mm and the unit weighs 12kg, making it the perfect all-in-one camping and outdoor accessory.

Price: **R4 259.99** incl. VAT

For more information contact Roadque on **012 804 1967**, email **info@roadque.co.za**, or visit **www.roadque.co.za**.



Clean as a *whistle*

The RoadShower from Lumeno is the perfect accessory for those outdoor adventurers who need to shower in comfort, clean their dirty mountain bikes, or simply wash down their muddy dogs. RoadShower is incredibly easy to install and due to its clever design, it takes up little of the much-needed space that is required when on a camping trip or a similar outing. The RoadShower is manufactured from durable and robust materials designed to withstand the harshest environments. The RoadShower comes in three capacity variants, which are the 15-litre, 26-litre, and 48-litre. It is made of 2.5cm thick powder-coated aluminium and has a go-anywhere attitude.

Priced from: **R8 280** incl. VAT

For more information contact Lumeno **011 452 2855** or **011 452 5380**, email **orders@lumenoled.co.za**, or visit their website at **www.lumenoled.co.za**.





Strap it *safely*

The Thule Hold Down Side Strap Kit can be used to secure awnings and other items when camping. It is designed in such a way that prevents damage to the awning fabric. The straps and other accessories such as the springs, robust pegs, and connectors are designed to reduce awning wear as well as improve stability in high wind conditions.

Price: **R550** incl. VAT (excluding delivery)

For more information, contact **Thule** on **011 230 5200**, email **thuledirect@thrsa.co.za**, or visit **www.thule.com**.

Bag for *bakkies*

The Bakkie Bag from Tentco is the perfect accessory that fits behind the rear seat, on the side of the trailer or vehicle. It is manufactured out of robust Ripstop canvas and Oxford nylon with Velcro closures. It comes complete with an aluminium slider and its dimensions are 96cm x 40cm.

Price: **R295** incl. VAT

For more information contact Tentco on **011 397 6451/2**, via email at **info@tentco.co.za**, or visit **www.tentco.co.za**.



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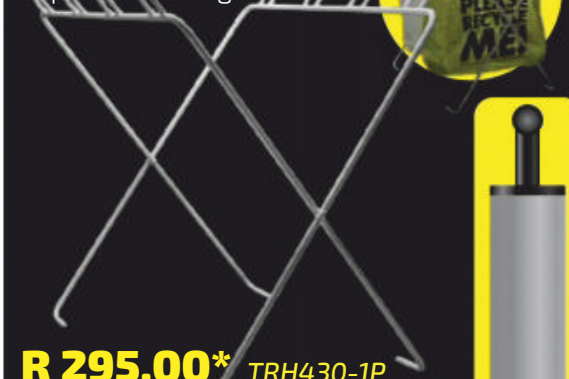
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CWL600

6m **x8**

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X-FOLD TWIN TRASH BAG HOLDER

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R 295.00* TRH430-1P

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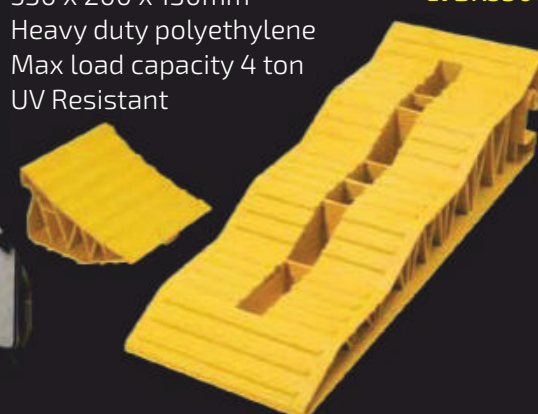


Spike foot and pole end ferrule sold separately.

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BABY RHINO BORN AT AQUILA PRIVATE GAME RESERVE AND SPA

Visitors to the Aquila Private Game Reserve and Spa might be in for a beautiful safari surprise, with the possibility of a new rhino calf sighting. The anti-poaching unit sighted the calf with its mother on the reserve, on Valentine's Day this year.

Aquila is proud to have been able to bring the first rhino to the Western Cape in 250 years, and in February 2005 announced the birth of the first rhino in the Western Cape. 15 years later, the reserve conservation teams are absolutely delighted to, once again, be able to confirm the birth of another baby rhino on the 10 000-hectare Aquila Private Game Reserve and Spa – situated just under two hours from Cape Town.

During a 2011 poaching incident, three of Aquila's rhinos were attacked. The teams were able to save only one of the three rhinos. The attack resulted

in one of the rhinos' immediate death, and another survived for just five days before succumbing to its injuries. This left the reserve with no male rhino bulls to continue its breeding programme.

In May 2014, Aquila acquired a new male rhino bull to continue its breeding programme at the reserve. The new rhino bull was purchased from the Limpopo area after his owners discovered signs of the rhino being tracked.

At the end of 2015 and the beginning of 2016, Aquila was proud to announce the births of four rhino calves at the reserve. And this year, on Valentine's Day, another birth. It is once again a proud moment for the conservation teams at this world-renowned Cape Town Big 5 private game reserve – as they continue to conserve, protect and preserve these species for future generations.



NEW MOTORHOME JOURNEY Motorhome World's new Fiat Ducato based Discoverer Journey motorhome was completed just in time for launching at The Caravan Show late February. The Journey is a panel van fitted out inside as a luxury motorhome and therefore easier to drive. Big fridge, two burner stove, loads of packing space – built to travel and provide comfort. More in next month's issue.



RAIN CLOSES KRUGER ROADS

Heavy rain has forced SANParks to close gravel roads and various other parts of the Kruger National Park, in particular the far northern area, after receiving heavy rainfall since the second week of February 2020. The following camps and gravel roads were affected by the rain and closed: Nyalaland Wilderness Trail, Sirheni Bush Camp, Bateleur Bush Camp (only accessible via Nkokodzi turn-off), Balule Camp, Talamati Bush Camp, Pafuri Gate, Tshokwane and Muzandzeni picnic sites, Biyamiti was only accessible via the S25 and the Sand River low water bridge was inaccessible. All gravel roads in the Nxanatseni (north) Region of the Park from Pafuri to Letaba were also closed; with exception of Giryondo gravel road that was still operational but monitored closely as well as a few others. Check with the rangers at the gate as to what has been reopened when next visiting Kruger National Park.





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our range: DISCOVERER 4 | 6 | iD2* | iD4* | Deluxe* | Xtreme 4x4

* Standard swivel seats and large island bed.

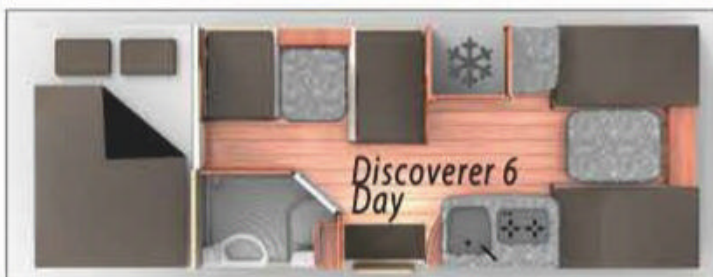
All models have choice of manual or automatic chassis except Discoverer Xtreme 4x4 model



Discoverer 4
Day



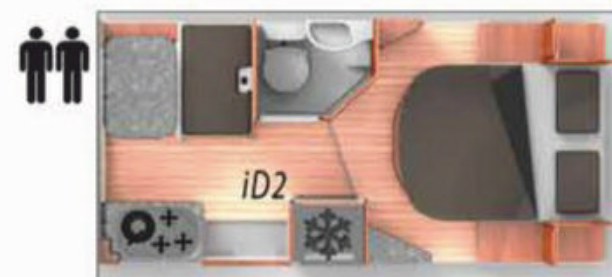
Discoverer 4
Night



Discoverer 6
Day



Discoverer 6
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iD2



iD4



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DRIE BERGE CARAVAN PARK

In this issue, we feature Drie Berge Caravan Resort as one of our resorts of the month. They have just formed a club so as to give guests the best possible camping experience.

The finer details were not available at the time of preparing the article so here is more information:

- You will need to be nominated by a previous camper or an existing club member to join the club.
- The name of the club is in Afrikaans: Drie Berge Dagbesoekers Club.
- Joining fee is R500, thereafter the yearly fee is R100 per annum (subject to change).
- Every member can nominate up to five people to accompany them on a stay, under his/her membership.
- Day visitor fees are still payable, as normal.

“We want to give people a unique holiday experience, in an atmosphere that embraces shared values of common decency and respect between Club members, campers, and the park owners,” said a spokesperson.

To join phone Drie Berges Caravan Resort on 083 608 3409.



CORIAN'S PENNINGTON CARAVAN RESORT CLOSES

It is with sadness that we learn of the pending closure of this once popular resort in Pennington, on the KZN Natal South Coast.

This resort has been run by hard-working Cornelia Clough for the past 20 years, during which time she invested in a multi-million Rand upgrade in improving facilities and the entertainment areas.

Citing the country's tough economic times, shorter holiday stays with people preferring to be right on the beach rather than enjoying the protection of being some 80 meters away, where they are sheltered from the wind, has culminated in tough times for Corian's.

“Since 2017 fewer Gautengers are travelling to this part of the coast, this means that the overflow from more popular ‘on the beach’ resorts competing for clients has dropped off,” said Cornelia.

Caravan parks can be very seasonal with low occupancy out of season. They utilise the money from paid-in-advance annual bookings to maintain the resort during tough times and the traditional market from Gautengers has dwindled over the past few years – to the stage where the upkeep has just become too expensive.

Unlike the main beaches – such as Durban, which becomes overrun with crowds in summer – the beaches along the South coast remain as they always have, pleasant to enjoy.

The park is up for sale, it just may need a new vision and new blood. If you see yourself owning a slice of the KZN South coast and running a caravan resort, then give Cornelia a call on 039 975 1107. Resort ownership opportunities don't come up that often.

KISS AND MAKE UP

The Kennis Kiss of Approval! Kennis Caravans in Witpoortjie, Gauteng have taken back the Jurgens, Sprite, and Gypsy franchise after a brief sojourn with alternative makes and models. Judging by the picture they sent us, they are certainly pleased to have these caravan brands on their floor once again.

“We ordered stock just before we shut down in December and sold four Jurgens in the first few days of opening, and I have placed orders for the next four months,” said Allan Vos, Managing Director. “We need product to sell – and Jurgens are producing. The product is good and sales are good, as though nothing ever happened as far as the factory goes.”





First keep *peace with yourself,*
then you can bring peace to others

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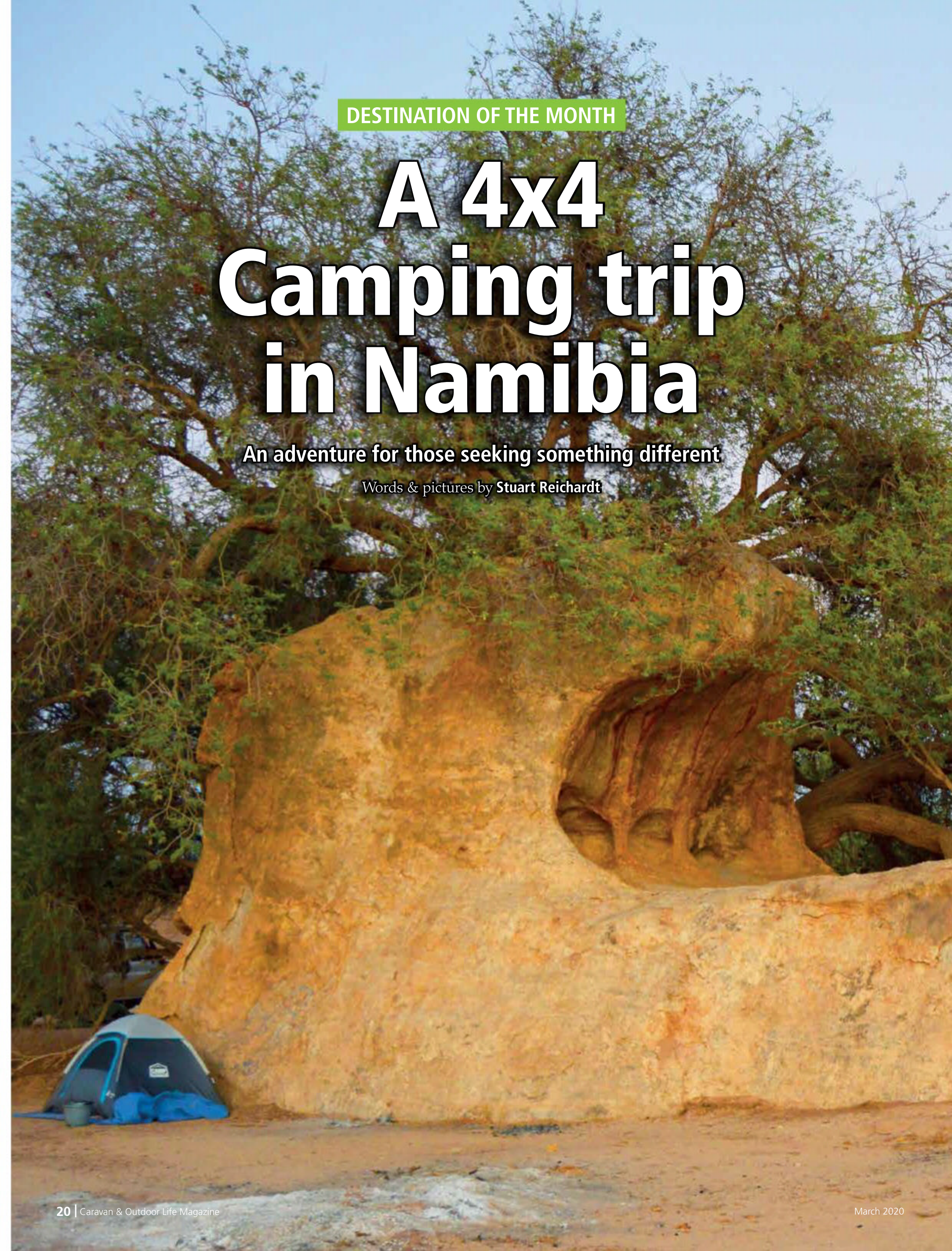
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DESTINATION OF THE MONTH

A 4x4 Camping trip in Namibia

An adventure for those seeking something different

Words & pictures by **Stuart Reichardt**

I last experienced wonderful Namibia during my military service in the early 80s and that stay was confined to the northern towns of Oshakati and Ondangwa. Besides firing numerous 12.7 anti-aircraft rounds at nothing in particular from the elevated vantage point of the water tower I was confined to, there was little opportunity to take in the beautiful landscape that is the beating

heart of this incredible country. When the offer came in from Marko Paape, manager of Accessory Fitment Centre and supplier of Ironman 4X4 products, to undertake a 4X4 camping trip, I jumped at the chance.

After a short flight from Cape Town to Windhoek, I met the participants and dealers that made up the trip complement and had a quick introduction from the event organiser and a briefing from Johan 'Muis' von Wielligh, our guide and chef for the trip. Then we were on our way to Spitzkoppe for our first overnight stay.

If you ever want to purchase quartz crystals, Desert Rose clusters, and other naturally-faceted semi-precious gems, then Namibia is the place to find them.

I purchased a variety of crystals along the way to Spitzkoppe from roadside vendors, which were much more reasonably priced than the shops selling the same thing. The dust road to Spitzkoppe is an easy drive and on arrival at the designated camp area set next to a large koppie, we set up camp and took in the beautiful panorama that surrounded us. It is a barren and arid country, yet it breathes with a beauty of own, full of life. If you look a little deeper by lifting up the corner of the fine dust carpet ... there are bird species, dassies, aardvark, lion, rhino, buffalo, reptiles, antelope, some incredible plant life, and mineralisation that is other-worldly. The ground shimmers and glitters as the sunlight catches the fine facets of the gems that lie in abundance on the surface. This is Namibia at its sparkling finest.

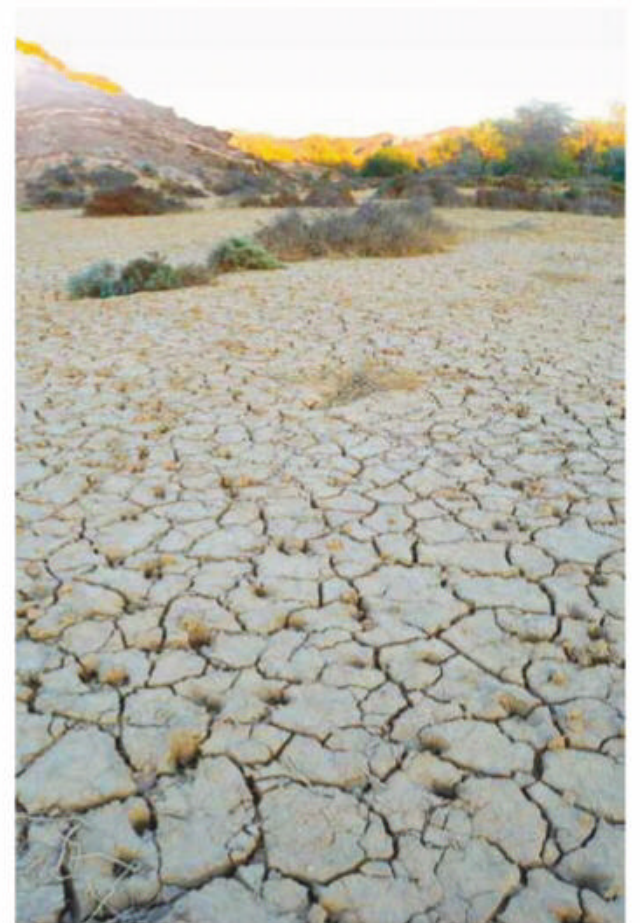
With our camp set up in Spitzkoppe, it was time to gather for a cold beer and a chat as 'Muis' went about taking out



Our campsite in the Omaruru River was at Skoenklip, named after its shoe-like shape.



ABOVE LEFT The mineralisation in Namibia is quite amazing and quartz and crystals can be found in abundance. **ABOVE RIGHT** Some used tents, some used Swaggs, and some opted to sleep under the stars.



ABOVE LEFT It's clear where the Elephant's Foot plant gets its name. **ABOVE MIDDLE** The resident herder who lives next to the dry Omaruru riverbed is the only resident in this area. **ABOVE RIGHT** Water has not flowed in the Omaruru River for a long time.

the large steaks that would form the tender foundation to a great outdoor dinner. As the sun set, the Milky Way and thousands of other stars blinked to life in the heavens above, accompanied by the crackle of the braai fire and the laughter that emanated from those relaxing in their comfy camping chairs. 'Muis' stood up during the evening to come clean that he had left the evening's pudding on top of the fridge at home. A word of advice for other tour guides, never ... ever ... let on that you've left the pudding behind as you will never live it down for the entire trip. 'Muis' paid dearly for his forgetfulness by being made to drink a strong

'straftop' and jibes about the missing pudding became a norm for the rest of the trip. In his defence, he did remember to bring the custard that was going to smother the forgotten pudding. Not only did Johan have to contend with our jokes but he still had to face the wrath of his wife, who had slaved to make the pudding, when he got home. I'm sure the latter is a whole lot worse than a double shot of a fiery-tasting beverage.

After a great dinner, the stories and laughter continued under the blanket of stars for a long while before we retired for the night. My tent was a small 1-man SWAG that offers excellent protection from the elements and a cosy

sleeping environment. The wonderful thing with a SWAG tent is that all you need is a small strip of flat ground to put it up. The built-in mattress was incredibly comfortable and the zip open canvas entrance, with built-in mozzie net for protection, ensured a good night's rest free of buzzing insects and creepy crawlies, while still offering a panoramic view of the stars above. I was up before sunrise the following morning, to get my camera equipment organized and, from the lack of animal tracks, it was evident that the camp had remained free of animals in search of tidbits during the night, probably due to the high decibel snoring emanating

from a variety of the tents after the evening's kuier. The Spitzkoppe sunrise is really something to behold.

On the morning of day two, we wolfed down a quick breakfast and then it was off to the Omaruru River for our next stop. We passed an old granite quarry along the way which still had huge granite blocks standing resolute and abandoned, cut from the mountainside. Before reaching the riverbed camp (set next to a huge shoe-shaped rock, in the middle of the dry river aptly called Skoenklip), we meandered up the dry Spitzkoppe riverbed. This leads into the Omaruru River, where we did some sightseeing of the geological rock formations, flora, and fauna. We managed to view the

Elephant's Foot plant (*Adenia pechuelii*) which is native to Namibia.

The Omaruru River has not flowed for many years, as this region of Namibia has been in the grip of a drought. The piles of dry firewood and driftwood that can be found all over the riverbed are evidence of this once flowing river. The Omaruru River offers excellent opportunities for a variety of activities such as hiking, 4x4 driving, as well as excellent picnic sites for those who want to spend a day in nature. The 'old fig tree' is a popular picnic site not far from Henties Bay.

Overnight camping south of the Omdel Dam in the Dorob Park is not allowed but camping is allowed north of the Omdel dam. After setting up our tents and Swaggs in the Omaruru River,

it was time for a welcome shower in the collapsible shower cubicle and then to enjoy a desert sunset braai. Lengthy chats around the bonfire, made from the very dry wood scattered all around the riverbed, went on late into the night. After some wonderful anecdotes of adventure and camaraderie, it was off to our respective tents for some shuteye. In the morning the fire was stoked and strong hot coffee sweetened with condensed milk and rusks made its welcome appearance. Who doesn't love a dunked Ouma rusk? We then enjoyed a quick breakfast, packed up the camp before the heat of the day settled in, and began the scenic trip to our final destination which was St Nowhere Spa & Campsite.



The FJ Cruiser handled the rough off-road conditions very well.



Sometimes the easiest meals are the tastiest in the outdoors.



Honesty tables line the road to St Nowhere, selling pink salt crystals.



The jackals cleaned up the discarded bones and other tasty bites during the night, at the St Nowhere campsite.

The drive from the Omaruru riverbed took us onto the top of Omdel Dam wall, where the convoy stopped for sightseeing and photos. The Omaruru River has large deltas filled with gravel and sand that fill the large underground freshwater reservoirs, that is when there is water. The purpose of the Omdel Dam is to temporarily store floodwaters in the large reservoir upstream of the aquifer. This storage then allows the settling of the finer sediments so that clean water can be released in a controlled manner to feed 16 boreholes situated downriver from the dam. The desired outcome is to transfer the stored water from the dam's reservoir to the aquifer so that if there

are consecutive rainy seasons, storage is then available in the reservoir.

The look back, along the parched riverbed, drums home just how dry this area has been – last getting rain of any significance in 2011. I also heard on the radio that Namibia is experiencing its worst rainfall in the last 100 years.

The drive to the coastal campsite of St Nowhere (about 100km north of Henties Bay) was easy, with the vegetation becoming even sparser as we neared the salt pans that are common to this part of the coast. Small, rickety, unmanned honesty stands selling beautiful pink salt crystals line the salt road that takes you to St Nowhere.



ABOVE The Spitzkoppe sunrise was worth getting up early for. **BELOW LEFT** On our journey along the riverbed we came across a slow-burning fire, which was accented by the sun's rays shining through the trees. **RIGHT** When the sea mist comes in at St Nowhere it can get very cold.



On our arrival at St Nowhere, our 4X4 convoy made its way along the beach for some fishing and then to the campsite to set up camp. The hot showers and toilets, though old-school, were a welcome relief after roughing it in the dry Namibian wilderness. Within an hour of arriving at St Nowhere, the cold sea mist and wind pushed in and it got very cold.

After a tasty chicken curry potjie for supper, we all huddled around the campfire for added warmth. St Nowhere, as its name suggests, is literally in the middle of nowhere – so come prepared with wood, warm clothes, tents, and all the other accessories you would usually

take with you when camping. And, don't forget to bring your fishing rods, as there is good fishing along this coastline. Theuns managed to catch a decent-sized fish, which was cooked on the open fire and served as a starter before the chicken curry. That's as fresh as fish gets; straight from the sea to the braai grid. During the evening Marko Paape handed out various Ironman branded prizes to all the participants on this 4X4 adventure. After some hilarious fireside chats, we all made our way to our respective tents for a good night's sleep.

The morning was crisp and the simmering condensed milk coffee and rusks went down a treat before the

traditional 'pap en wors' was served for breakfast. Clear jackal tracks were evident and they had pulled over the black bin during the night to find tidbits. Packing up was quick and it wasn't long before the sun had burnt off the sea mist and the heat of the day made itself felt. We left St Nowhere for the tarred return trip to Windhoek via Swakopmund.

Namibia welcomes all with open arms and fills up one's senses with an aromatic blend of arid beauty and rugged panoramas, set to the orchestra of its expansive and picturesque countenance. Thanks must go to Marco Paape from AFC in conjunction with Ironman 4X4 for a truly memorable trip. 🚗



LEFT There is nothing more special than sitting around a campfire and listening to the fanciful stories of adventure and outdoor travel. Somehow the food tastes a whole lot better too.
ABOVE A chicken potjie and fresh fish, caught earlier in the day, fired up the taste buds.





JURGENS

Penta 138 GS

Ever since I saw the new prototype, Jurgens Penta, late last year, I have been eager to get one for review. The older model has been a firm favourite for what seems like decades but, to be fair, this is possibly because it had very limited opposition capable of challenging it for the number-one spot. In fact, the original Penta has been around so long that it must surely be the yardstick on which all future Penta's will be judged?

You could correct me here, but in between the original and the 138, the Penta 135 GS was launched, with GS

referring to the grey and silver colour. The 135 GS was not well received and was replaced at the end of 2019 with the new Penta 138 GS. And, on face value, having a growing national dealership back-up and being manufactured in a factory that can produce quantity, it must surely have the potential to regain the top spot.

NEW MANUFACTURE MATERIALS

The new Penta 138 is said to be completely different from the old model. Aluminium side cladding has been replaced with fibreglass,

DETAILS

- Price: R359 000 (incl VAT)
- 4 berth
- Body length: 5 425mm
- Overall length: 6 425mm
- Overall width: 2 271mm
- Headroom: 2 180mm
- Tare weight: 1 220mm
- GVM: 1 460kg
- Packing weight: 240kg
- Minimum tow car tare: 1 460kg



ABOVE Looking towards the front – there are some 22 cupboard doors providing packing space plus a bin seen on the lower right. **BELOW** Looking towards the rear of the new Penta – visually gorgeous, coordinated, and with many features including a hair dryer locker, washbasin, special vanity mirror, vanity dustbin, and lots of packing space. The door under the bed is for a portable loo.



although manufacture has retained the combination of fibreglass, wood, polystyrene, and plywood vacuumed method for body construction.

The totally new shaped Penta also now features bold graphics, while recessed dark armour-plated glass windows replace acrylic that was prone to scratching and eventual cracking. The roofline is more bowed, higher in the centre to aide efficient water run-off, rather than allowing moisture to dam up and eventually rot the canvas around the soffit.

Mechanically, the old forged steel AlKo-Trailco coupling has been replaced with a more modern pressed and galvanised steel unit. This

version of the coupler has a green indicator to confirm that a good coupling between tow ball and coupling has been made before one drives off, and it probably saves a few kilos in weight, which may be another advantage of its choice in fitment.

It also has new corner steadies, which look like they have been purpose-made by a designer but remain corner steadies nevertheless and not jacks for lifting the Penta off the ground.

A spare wheel is standard and stored taking up most of the space in the nose cone, along with a portable 25-litre water bottle from which cold water is pumped to the various basins. There is

no need for gas; all appliances operate on 220V supplied by the caravan resort.

To complete the exterior the Penta is shod with macho-looking, wide, alloy wheels and 190/70 R15C tyres. These look good and complete a package that is fresh and exciting.

ON THE ROAD

It tows well, we hitched it up to a Ford Everest thinking that the Ford would be hard-pressed towing a caravan with a GVM of 1 460kg. With three adults aboard we set off for the Durbanville hills, and within minutes I had the impression it was time to trade-in my current tow car. There was just so much performance; easy, willing performance

thanks to a 10-speed automatic transmission and the twin turbos – not to forget an onboard computer that is in full control of the right choice of gear selection.

The Penta's balance, with the full tent under the fixed double bed towards the rear, was perfect. Depending on how you utilise the packing space and what you load where you should try and keep the towbar within this parameter. I also liked the length of the Penta, just short enough to go through the average road obstacle without dragging its corner steadies.

NEW OUTSIDE KITCHEN UNIT

The big outside change is the slide-out kitchen. This includes an upmarket looking single plate induction stove with a timer for switching the plate on and off – although one will need stainless steel pots for induction cookers. Naturally, the slide-out also includes drawers that

pull out smoothly on quality sliders. Here there is space for cutlery as well as crockery. The sixth cup may be a challenge to get, as this drawer is prevented from opening fully by the hatch door locks – to release this easily.

There is also a wash-up basin moulded into the fibreglass top, as well as a flip-up draining board. The main working area here is restricted to having the crockery drawer closed and, just a point here, while the Penta is a four-berth caravan there is Melamine crockery for six; that is six plates, side plates, cups, cereal bowls, salt, pepper, and a sugar bowl.

Other conveniences include a Hisense microwave oven, a crockery and condiments tray, as well as a slide-out tray, which is ideal for tinned food and preservatives storage just above the microwave. To sum up this kitchen, it is all outside, bar the fridge, and it is set at adult height to reach the

stove, wash-up and in particular the microwave. So, you won't be able to delegate any of these functions to your kids 'cause they won't be able to reach.

INTERIOR

The Penta is a classic four-berth caravan in that it has a front-end double dinette/night time double bed up front and a rear end island fixed double bed at the rear.

The front bed measures 112 by 220cm while the fixed bed measures 175cm long by 132cm at shoulder width, tapering down to 105cm at the foot of the bed. It is not the widest caravan on the market but since it is really a bedroom, it does perform this function admirably. And as for packing space, there are some 22 compartments giving access to space! And just a word on the fridge, it comprises a 132-litre fridge with a separate 41-litre capacity freezer section, big enough for a camping trip.



ABOVE LEFT The new outside kitchen is compact with a microwave, induction stove, wash-up crockery, and a food tray. **ABOVE RIGHT** The big fridge with a separate freezer compartment, and the table can be used inside or out. New 'H'-bars for holding the roof open or closed have been introduced while the lamp between the locker doors can change colour from white to orange so as not to attract bugs. The front dinette becomes the second double bed while the cushions are reversible – material one side and pleather on the other, perfect for wet bathing costumes.



ABOVE LEFT The vanity dustbin, hair dryer locker, and washbasin with cosmetics drawers below.

ABOVE RIGHT A welcomed touch for the ladies; a convenient, extendable make-up mirror above the washbasin.

BELOW The island bed pedestals have 220V plugs, 15-amp, as well as two-prong, plus USB charging. There is also a choice in overhead spotlights or adjustable lights for reading in bed without disturbing your partner. The tent is standard and stored under the bed base, that lifts on gas struts for easy access.



New features include redesigned 'H' bars for raising the roof, high-gloss fibreglass interior roof lining, table, and cupboard surfaces. We did not have the chance to use this caravan at night, but it was felt that additional interior lights might be a worthwhile aftermarket fitment.

Jurgens deviated from their normal path when considering a new Penta, they brought in groups of women to express their likes, needs, and approval before finalising this model.

We asked Corne, our female staffer, for her opinion

"I found the interior of the Jurgens well-designed. There is a basin next to the bed where you can wash your

face and brush your teeth, and this is complemented by a fold-out mirror so that you can see clearly when doing your hair and makeup.

The laminated floor in the caravan is easy to clean and, paired with the headboard and cupboards, it gives this Penta a stylish look. There are more than enough plugs in the caravan (a nifty USB-point is also available to charge a phone or other devices) and I appreciate the reading-lights on each side of the bed, so you can read the latest issue of late into the night!

There is plenty of storage space in the various lockers and cupboards, as well as easy-to-access storage under the bed. Our Penta, as reviewed,

VERDICT

Happy wife = happy camping! The Penta has been designed to please woman too; what with the tasteful choice in fabrics, the double bed headboard, and creature comforts including a hand basin, pull out facial mirror, a place for a hairdryer, and vanity bins – taking pride in her appearance is made easy in the Penta.

The Penta will suit a couple as much as it will suit a couple with two children still willing to share a single bed, and Jurgens – being the premier brand in the Jurgens, Sprite, and Gypsy offerings from Jurgens Manufacturing – really does look the part. I rather liked the quick to clean surfaces inside, it translates into more time for leisure.

But there are areas where greater attention to detail and finish could be made; the base of the fixed bed is a bit flimsy, fibreglass mouldings on the overhead lockers should be improved on, as well as the thickness of moulded locker-tops. Jurgens, as a company, appears to be on the comeback trail.

Only your stature will get in the way of a purchase of the Jurgens Penta 138, so we suggest you test the bed before you make your final decision. This new offering from Jurgens should become another stalwart in caravanning history... once they've ironed out all the creases.

featured a big refrigerator – a bonus for keeping food fresh for the family!

Looking at the finer details, such as the compact laundry bin and dedicated space under the sink to store towels, or your hairdryer, makes me feel that Jurgens has really considered the women of the family when designing this caravan. A convenient forethought is that the seat cushions are dual-use; with material on one side and pleather on the other, the kids won't ruin the cushions with wet cozzies from swimming at the beach.

Admittedly, it doesn't have a shower, and a toilet is an optional extra, but these are easily resolved if even an issue for you." 🗨️

1

ONE THING YOU WILL ENJOY IS...
the absolute tranquility.

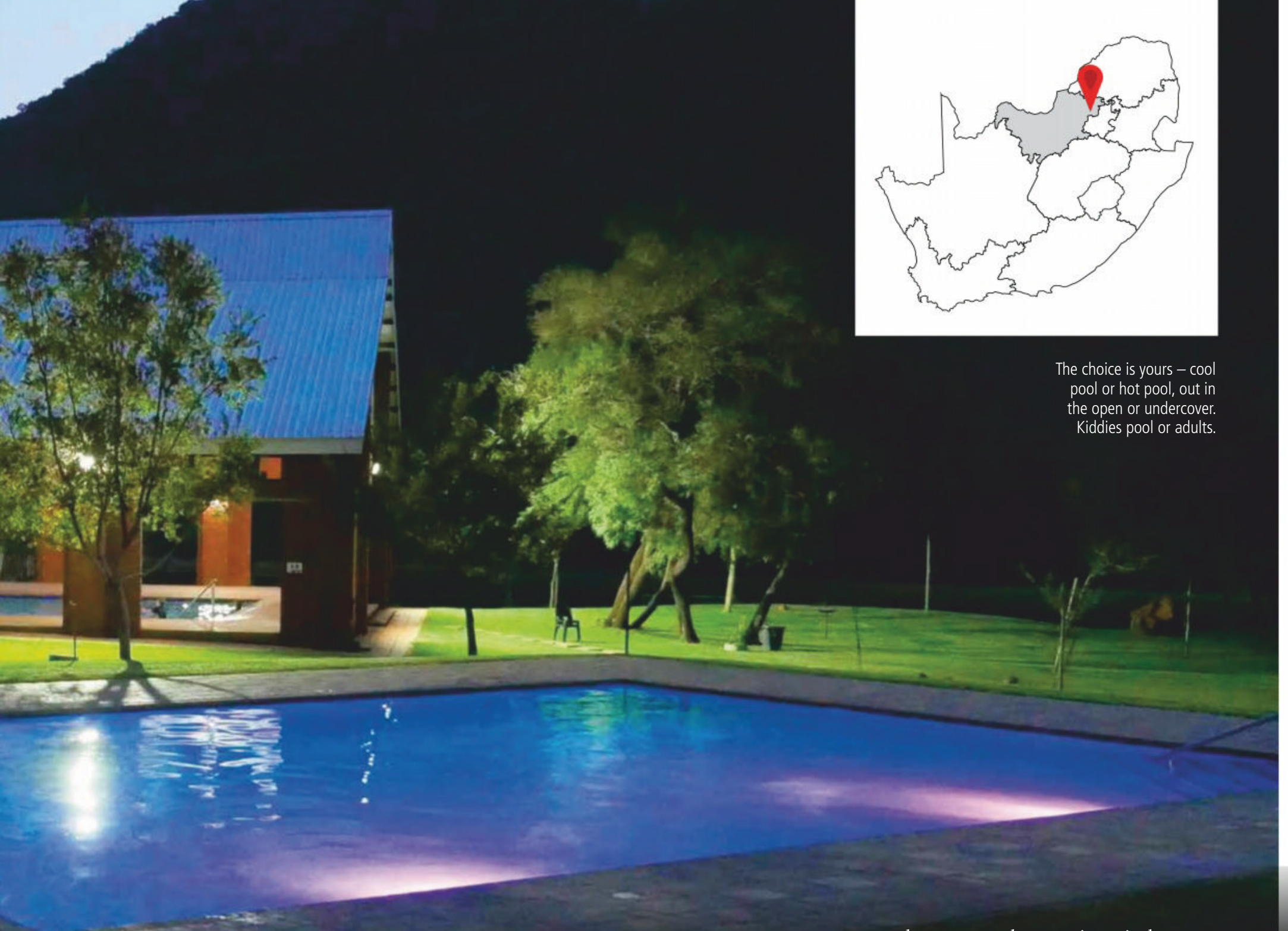


RESORTS OF THE MONTH

The *complete*

mountain
retreat

Drie Berge Caravan Park, NW



The choice is yours – cool pool or hot pool, out in the open or undercover. Kiddies pool or adults.

Drie Berge Caravan Park recently launched their very own club called the Drie Berge Dagbesoekersklub, which gives access to the resort on certain days of the week. Potential day visitors, who are not members, are not allowed into the resort – a move seen to guard genuine campers against petty pilfering and making sure that facilities are not overrun by picnickers.

This resort is only open on weekends and holidays, although they do allow bookings from Thursday to Sunday nights for those campers lucky enough to make it a four-day weekend.

Drie Berge Caravan Park is situated on a farm of approximately 100 hectares, 7km north of Brits in the North West Province. It is some 90km from Johannesburg and 60km from Pretoria,

a short skip and a hop by Gauteng distance standards, and just enough to get you away from suburbia and out into the tranquillity of the country.

ACCESS CODE

Before leaving home, you will have to make contact via cell (083 608 3409) to get an access code for the farm gate, otherwise, you won't be able to enter and will have a whole lot of disappointed faces in your car. While travelling the route from Brits to Dikhololo, encourage everyone in your car to keep an eye out for the signpost on your left announcing Drie Berge Karavaanpark. The last person to see the sign has to wind down the caravan's corner steadies!

This resort is not visible from the tar road, as you still have to drive along a meandering gravel road for another 1.5km into the mountains until you come across the farm access gate. To enter, you will need your special access code,

so make sure you have written it down somewhere. Proceed along the gravel road until you reach the reception area.

The park is surrounded by mountains and is situated on the banks of the Crocodile River. Drie Berge offers a variety of wonderful activities for the whole family, but the silence that permeates this countryside, the dark nights filled with bright stars, the sound of the river gently flowing over the weir, the variations of birds singing, and the unique atmosphere of the sunset between the river and the mountain is enough to wash away any city stresses that might have crept in.

The resort gets its name from the three surrounding mountains of Ouberg, Wagposberg, and Langberg. And where there are mountains there are rivers; the Rose Spruit meanders along the Wagposberg and enters the Crocodile River at the base of the Langberg where it continues flowing towards the bushveld, between Langberg and Ouberg.

4X4 AND MORE

For those campers who have 4x4 vehicles, there is a route that climbs to the crest of the Ouberg, just high enough to offer a breathtaking view of the bushveld, as well as Brits and the surrounding vicinity – including the Magaliesberg in the far south. The route takes about an hour to complete and is said to be safe for vehicles. Low range is compulsory though and adds to the thrill of this exciting and challenging 4x4 route.

Drie Berge has been in business for some 15 years now and is managed by Pieter and Marthie Scholtz. They recently upgraded the park with an indoor, heated swimming pool and a big outdoor cold swimming pool. Both have baby pools attached.

There is also a new dam built alongside the swimming pools with a thatched lapa situated on an island in the dam. Two wooden bridges provide access to

the lapa and if you feel like going for a paddle there are rowing boats for those wanting a little exercise and fun.

There is a third swimming pool, this is smaller and also heated, plus there are large trees offering good shade, big lawns, and braai facilities to enjoy.

OTHER FACILITIES

Additional entertainment includes a trampoline, tennis court, swings, darts, table tennis, volleyball, and there are even rugby posts for the kids and adults to enjoy.

The shop stocks wood, ice, ice cream, bottled water, cool drinks, and other basic necessities.

A hiking trail of 5km runs around the farm starting at the caravan park and winds its way alongside the Crocodile River and Rose Spruit before proceeding up Ouberg for 2km, halfway between the base and crest of the mountain. A bit

further and you will be rewarded with a spectacular 360-degree view from the top of Ouberg, where the 4x4 track and hiking trail meet up. The hiking trail ends back at the caravan park and is a satisfying hike to do in the coolness of the morning, before a good brunch.

TRY YOUR HAND

The riverbank is approximately 2km long and provides enough opportunities to do some fishing. Here you will find Geelvis (yellow fish), bass, kurper, barber, and carp and the suggested methods include both fly and normal bait fishing for trying your luck. Two-thirds of the camping sites are situated on the banks of the river so if you reserve a riverfront site, you can watch the tip of your fishing rod from the comfort of your reclining camping chair to see if something is nibbling at your bait!

All stands have water, electricity, and



ABOVE LEFT Campers in tents, trailers, caravans, and motorhomes are welcomed – and there is plenty of shade. **TOP RIGHT** Time out – make new friends, meet up with old ones, there is something for everybody. **RIGHT** A brisk paddle around the dam is an enjoyable experience for people of all ages and a great way to meet new friends. **BELOW LEFT** Sit back, listen to the birds all while absorbing the surroundings but keep an eye on the tip of that fishing rod. You just may get lucky. **BELOW RIGHT** There are matching indoor and outdoor swimming pools to enjoy.





ABOVE Cool off in the outside pool after an early morning cycle or hike. **BELOW** Bond with your kids with a canoe race across the dam, under the lapa, and around the dead tree. **BOTTOM** Walk across the bridge and enjoy the coolness of the lapa in the middle of the dam.



shady trees, some shadier than others and because of the shade and coolness, some stand are more grassed than others, while some are gravel. A tip on your first visit is to take a look around and note the stand numbers so that next time you can try to reserve the spot you fancy.

TRANQUILLITY

The caravan stands are some 700m from the swimming pool area to ensure a satisfying level of silence and tranquillity. Another tip: Stands 1-10 are known for the sound of water flowing over the weir.

On your way from the stands to the swimming pool area, on your left, is a cycling activity track. This is located between massive Blue gum trees and includes humps, bumps, and bridges – great fun for mountain bikers.

The whole park, except for the hiking trail, has an electric fence with an alarm system and video cameras.

Drie Berge Caravan Resort focuses on family and offers activities for young and old. You have the choice to relax and read, or expend as much energy as you like, it's your choice. The resort is closed in July when it gets too cold.

NEARBY ATTRACTIONS

There are a number of other attractions you will enjoy in the vicinity and these include the Hartbeespoort Dam, Herb Farm of Margaret Roberts, De Wildt Cheetah Farm, Monkey Sanctuary, and Elephant Sanctuary. If shopping is your thing, then Brits mall is about 10km from the park. 🚗

CONTACT

To make a reservation contact
083 608 3409

- Open on weekends and holidays only.
- Thursday to Sunday night bookings available.
- Midweek 5-day bookings available – Sunday to Friday.
- Day visitors have to be members of the Drie Berge Dagbesoekersklub.
- Maximum 5 persons per car.
- No dogs allowed.
- No motorcycles.
- No motorboats.
- No groups.
- No buses.
- No taxis.

RESORTS OF THE MONTH

Bliss in SWAKOP

Alte Brücke Caravan Park, Swakopmund

Review & pictures by Richard van Ryneveld



1

ONE THING YOU WILL ENJOY...

is the drive down the coast to Walvis for a boat trip to see pelicans, dolphins, and seals.

Every visitor to Namibia needs to visit the historic town of Swakopmund for a couple of days. For caravanners and campers, the very best campsite in Swakopmund is the Alte Brücke Holiday Resort. Situated in the old part of town – and a mere 200m from the beach – the resort is safe, comfortable, and exceedingly well-run. Over the years I have stayed numerous times at this first-class resort.

Alte Brücke has 36 private campsites, all with their own roomy, well-tended, grass campsite. Each and every campsite has its own private bathroom and a built-in braai with washbasin close at hand. The resort also has Wi-Fi available

for both campers and visitors staying in the chalets. Safety and security are a top priority at the camp; there is an entrance guard gate with 24-hour security. This is just one of the features that makes this a first-class venue for campers exploring the town of Swakopmund.

Alte Brücke is a mere 1.2km from the centre of town and there are good restaurants, pubs, and local shops all within easy walking distance. I enjoyed a great meal at the nearby Tug restaurant and the Jetty 1905 Restaurant.

The Tug is built around the original oil-fired Danie Hugo tugboat built in Scotland. She was decommissioned in 1984 before being turned into a great restaurant looking out at the oft-pounding



Each campsite has its own private bathroom, toilet, and braai facility including a power point for your caravan.



A great example of the town's early architecture, the façade of Hohenzollernhaus.



Some sites share a grass stand but each has its own private bathroom and full facilities.

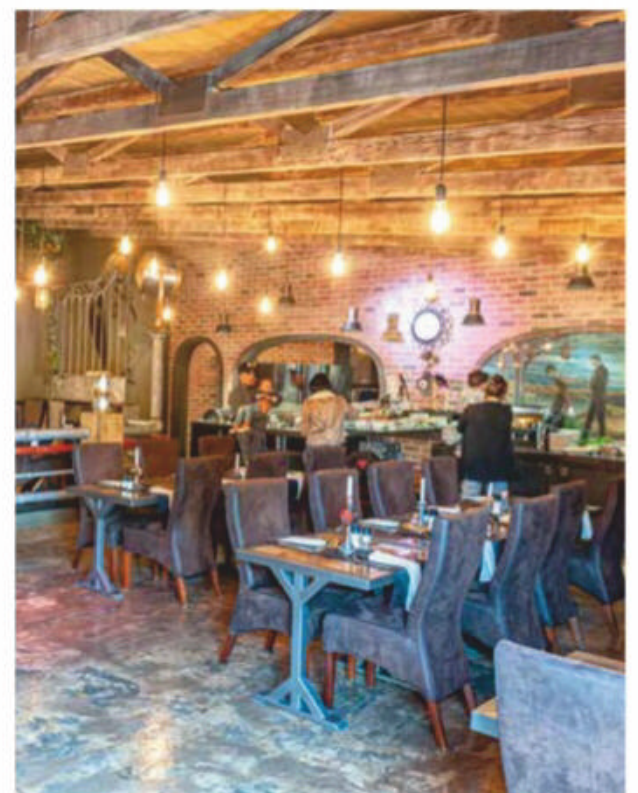
seas of the cold Atlantic. The Tug eatery is shore-bound, so to speak. But from here you can head out down the old steel pier to another famous Swakopmund eatery, the Jetty 1905. I haven't eaten here but apparently the mainly seafood menu, including sushi, is first-class. I hope one day to get a chance to sit and have a meal on this jetty, first built in wood and then completed on the 25 April 1905. Later the jetty was extended and built of steel.

The night we ate at the Tug an Atlantic storm was raging. One could only wonder at the bravery of those early workers as they constructed this jetty, sometimes under appalling conditions.

This nautical theme is continued at Alte Brücke itself. The resort has its own first-class eatery the Old Steamer Restaurant. With its warm maritime décor, the restaurant is run on a buffet

basis. The whole menu is changed three times a week. The menu consists of four different starters with fillet steak on the menu every night! Speaking to a young Swiss couple whilst photographing the restaurant, they both said, "...the food is great." Next time I'm in Swakopmund I'll head up the gangplank and spoil myself.

I've visited Swakopmund a bit on my travels but every new meeting throws up something new. Personally, I would recommend taking a drive around to look at the seaside town's rich architectural history. The information desk at Alte Brücke will certainly point you in the right direction if you wish to visit some of these stunning buildings. Just get into your car; you will be heading parallel to the sea. Take the 4th street to your right, Albertina Amathila Avenue, and literally in 150 meters you will



Just because you enjoy camping doesn't mean you can't eat out – spoil yourself and enjoy a meal at The Old Steamer Restaurant, it is part of Alte Brücke.



This retired Dutch couple were completing a Netherlands to Cape Town trip, in their trusty Toyota camper. "Ja, ja, all you need are the basics and you can go anywhere!" he said.



You will meet interesting people from all over the world staying here and all will have fantastic stories to tell.



High and dry – expect the unexpected when visiting Swakopmund, this is the Tug restaurant, a novel eatery.

see the façade of Hohenzollernhaus, a beautiful example of the town's early architecture. Ask the resort's action desk and they will certainly point you to a few of the others such as Kaiserliches Bezirksgericht, now known as State House, Altona Haus, Freud Haus, Hansa Hotel, Evangelical Lutheran Church and Parsonage, and a host of others. It really is well worth your time.

If time allows, I always take the coastal salt road up to Henties Bay. A favourite spot on the way up to Henties is the small, crazy-eccentric, holiday homes at a place called Wlotzkasbaken. You'll immediately see some of the wonderful, zany cottages, some seemingly made from flotsam and jetsam on your right between the road and the sea. It really is worth popping in for a visit.

Another tour I can recommend is called Tommy's Desert Tours. Sadly Tommy Collard, a legend in the Namib, has since retired. But I know others also offer desert tours. It is well worth taking one of these tours into the seemingly barren sand – and dunes – of the Namib, and being amazed at the myriad of hidden creatures that live below.

In fact, in summing up a trip to Swakopmund, it's like one of Tommy's Tours. The desert doesn't just open its beauty at first glance. You need to slow down and get into Namib Desert time. I can promise you, if you set aside a good few days in Swakop, as the locals call it, you will be chomping at the bit for more exploration. It's that special. 🚐

CONTACT

Alte Brücke

Rates for camping and caravanning per night (VAT Incl.) until 19 December 2020

1 Adult	N\$ 330.00
2 Adults	N\$ 430.00
3 Adults	N\$ 530.00
4 Adults	N\$ 630.00
5 Adults	N\$ 730.00
6 Adults	N\$ 830.00
Children 5-12 years	N\$ 90.00

Phone: +264 (0) 64 404 918

Fax: +264 (0)64 400 153

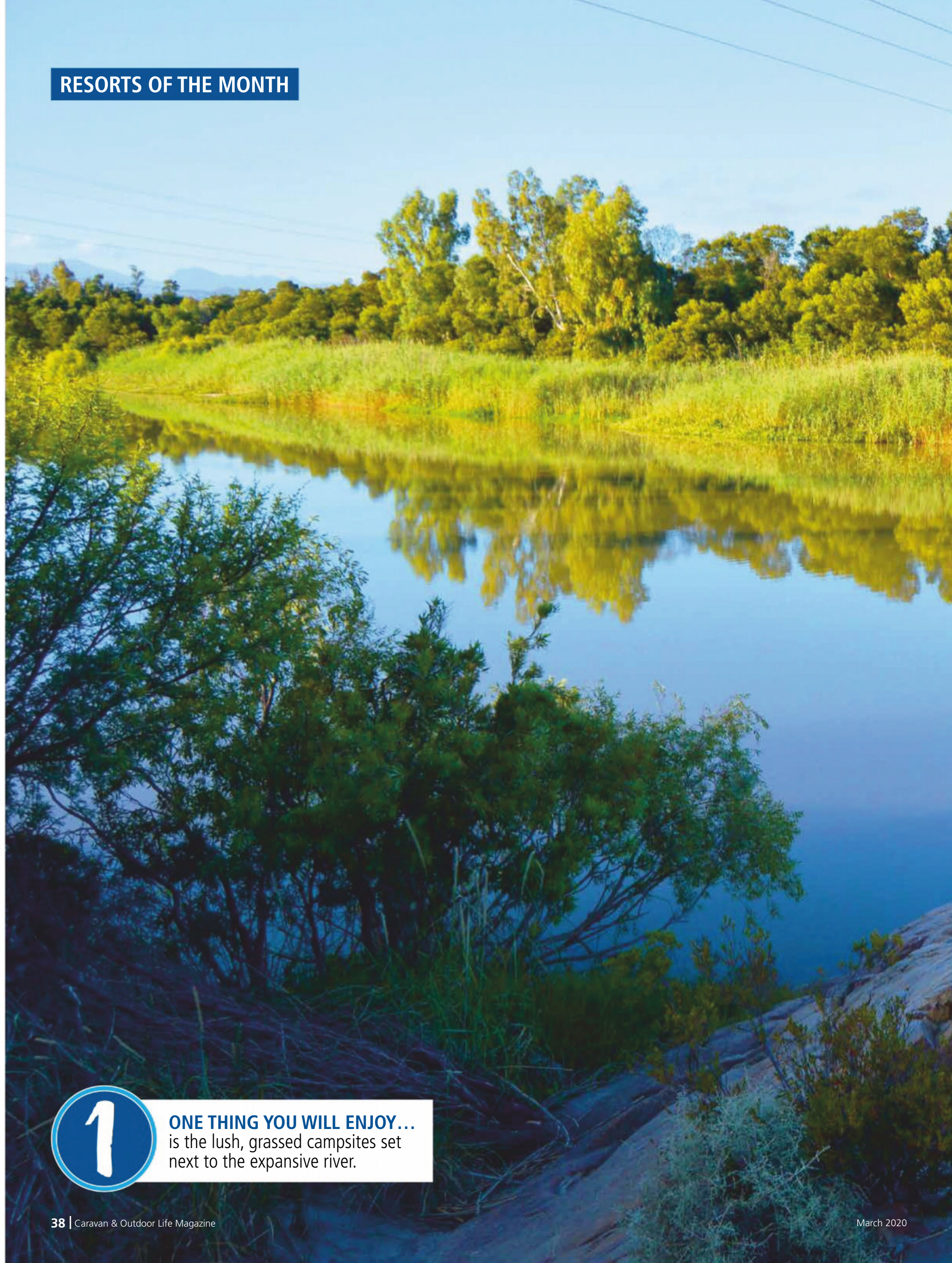
Email: info@altebrucke.com

Web: www.altebrucke.com

Street Address:

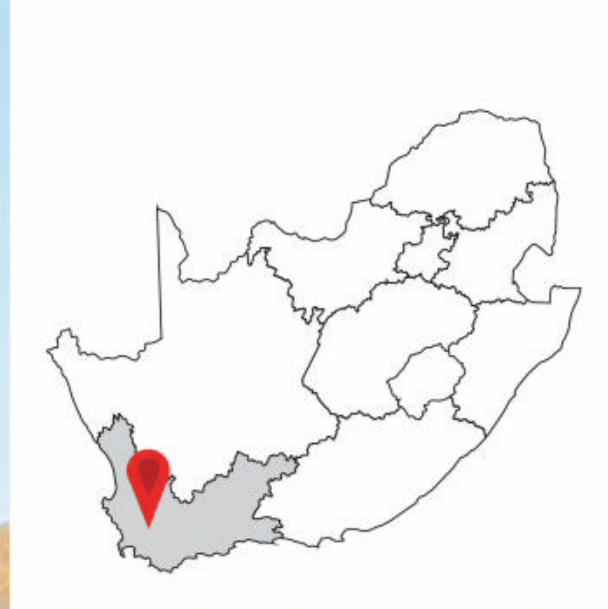
Strand Street, Swakopmund, Namibia.

RESORTS OF THE MONTH



1

ONE THING YOU WILL ENJOY...
is the lush, grassed campsites set
next to the expansive river.



Caressed with *Riverside Rest*

Klipkrans Private Game Reserve & Campsite, WC

Review & pictures by **Stuart Reichardt**



TOP LEFT There are no lions at Klipkrans, just two lion sculptures at the main gate. **TOP RIGHT** The camping stands are large with lush, green grass, water points, and electricity. **LEFT** There are many fun activities for children at Klipkrans. **ABOVE RIGHT** There are three 5-sleeper permanent tents that offer excellent private accommodation.

Don't bother to look for a reception office at Klipkrans when you arrive because there isn't one. But, you will be welcomed by the owner, Handré, in his mobile office as he calls it, his Toyota bakkie. He will tell you a bit about the history of Klipkrans, inform you of the 4x4 route on the farm, the self-drive game viewing options, the honesty shop for necessities, the private boma, and the bush camp set behind the large koppie, for groups wanting to get away from it all.

When we received the access code for the main gate and made our way along the farm road, we were escorted

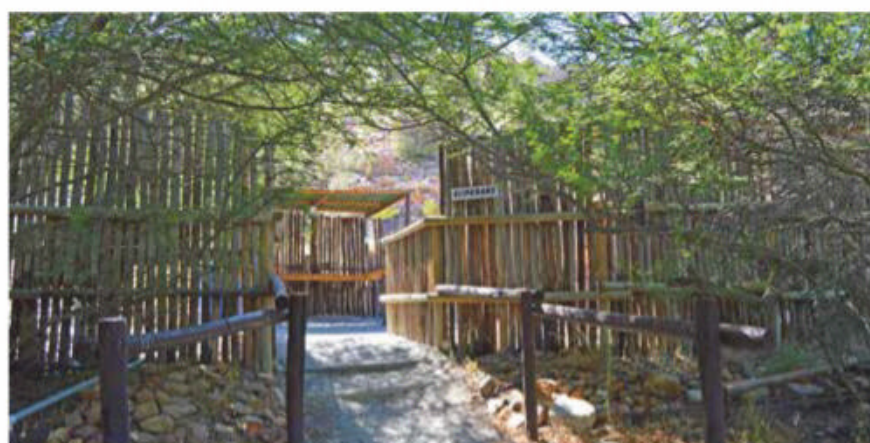
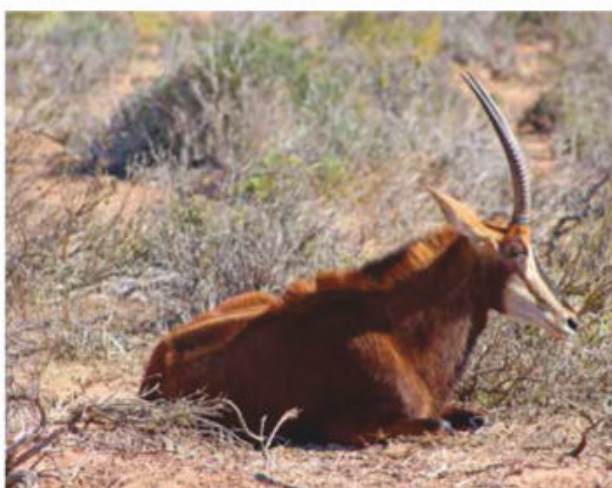
by four juvenile springbokkies that pranced along the road in front of our presidential motorcade, as if to welcome us to Klipkrans.

Do not worry about the presence of lions at Klipkrans, as the large lion statues that adorn the walls on either side of the main gate are merely a present from an artist. There are no lions in this game farm but there are many other species of non-aggressive game, such as gemsbok, oryx, zebra, springbuck, duiker, steenbok, and klipspringer, that have no interest in eating you or your beautifully-basted braai meat. Klipkrans is set on an expansive part of the Breede River and

boasts wonderful birdlife, such as blue cranes, fish eagles, weaver birds, and waterfowl – so don't forget to take along your binoculars and cameras.

Fishing also features high on the list of recreational activities at Klipkrans. Bring along all your rods and fishing paraphernalia because you'll spend hours catching carp, black bass, barbell, and even eels. The flat water of the river is also ideal for swimming, canoeing, and tubing.

Klipkrans has 36 large grassed campsites, each with its own braai facility and power point. The ablutions are within metres of the campsites and there you will enjoy a hot shower,



TOP Handré, the friendly owner of Klipkrans, will arrive to greet you in his mobile Hilux office.

ABOVE LEFT One of the majestic sable antelope that can be viewed on the self-drive game drive **ABOVE RIGHT** Adhere to the signs that say 4x4 only if you're not in a 4x4. **RIGHT** The bush camp is set away in a quiet area of Klipkrans. **BELOW** The area surrounding the Klipkrans campsite is incredibly scenic.



with hand basins, mirror, and flush toilets. The three permanent tented accommodation offerings each sleep five people. These are called Eland, Kudu, and Zebra. All of the tented options have their own bathroom facilities.

Klipkrans also has a bush camp, which offers families and friends the opportunity to enjoy nature in its most raw and unfiltered state. The Klipkrans lapa offers everyone the chance to relax and have a great time socialising with other guests. The lapa is set in the shade of large trees at the foot of a sand dune. It's where children can expend their holiday energy and have hours of fun.

Late morning on the second day of our stay we decided to take the game drive, which was all fine and dandy until I took the wrong route and bumped my way down a climbing wall doubling as a roadway that should only ever be negotiated by 4x4 vehicles. Oh, a quick note here, I was in a 4x2 vehicle, not designed or capable to handle heavy off-road meanders. Well, I soon discovered that going down treacherously steep rocky declines designed to give the vehicle's undercarriage a very close shave and dislodge loose nuts and bolts is a perilous, adrenalin-filled affair at best. Going back up the way you came down in a 4x2 vehicle designed for more sedate environments is a whole different kettle of fish. Nathalie and I spent half an hour in the baking sun building up the road with large rocks before we managed to make it out. Build up a road with large rocks in the middle of a game farm ... tick. Utter a variety of expletives while doing it ... tick.

Off-roading aside, Klipkrans is a wonderful holiday resort and game farm for the whole family. Their no music policy will ensure that all you hear is the chatter of the abundant birdlife, the splash of fish jumping from the water, the laughter from those enjoying time in nature, and the occasional clink of ice cubes being dropped into frosty glasses filled with your best beverages. 🚐

CONTACT

Email: esthergriessel@breede.co.za

Phone: 023 004 0868 (office hours)

GPS Coordinates:

S 33° 44'106 E 19° 31'189



RESORTS OF THE MONTH

Rugged panoramic *beauty*

Fiddlers Creek Campsite on the Orange/Gariep River

Review & pictures by Richard van Ryneveld

My love of Namaqualand and especially the Richtersveld goes way back to 1971. In my first university vac, I ended up working as a barman at the art deco Masonic Hotel in Springbok. A few years later I ended up working on the Namibian side of the Orange River. Namaqualand and the Richtersveld is now imprinted are my DNA! Actually, Namibia falls into the same category. Like me, a large number of the camping and caravanning

fraternity will be looking for camping facilities on the Orange/Gariep River at the South African/Namibian border post at Vioolsdrif. There are plenty of campsites on both the South African and the Namibian sides of the river. But let me share one of my favourite campsites on the South African banks of the wide river, it is called Fiddlers Creek.

Fiddlers Creek is the name of the base camp for Bushwhacked Outdoor Adventures. Bushwhacked adventure is a very popular venue for river rafting on

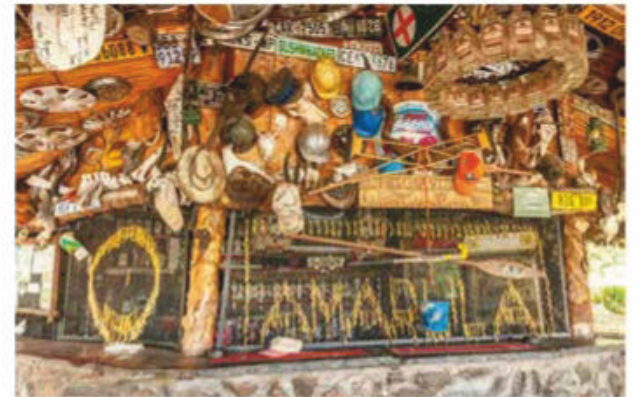


ONE THING YOU WILL ENJOY...
is a spit braai on the green,
grassed riverbank.



the Orange River. Adam and Maudie Bleach are the owners of Fiddlers Creek campsite and the adventure company. I love arriving at Fiddlers Creek. Turning left just before the Vioolsdrif bridge one heads west with the wide river on your right for about 10.5km before seeing a quirky old clay-coloured Bedford bus, with some pretty weathered old khaki river rafts on the roof. Turn right. You're almost home. Drive slowly through the 'flood irrigated' fruit orchards down to a bit of riverside paradise, slowly 'coz you don't want to cover the fruit with dust – and continue down to a piece of paradise on the river called Fiddlers Creek.

There are five beautiful riverfront sites, called the 4x4 Campsite. These sites are specially laid out for families and smaller groups. Sites number 1-4 are for camping while Site 5 has a permanent caravan setup for hire, with lots of shade. Adam and Maudie also hire out tents, mattresses, and other camping gear from the main office. What I love about these sites is that you are right on the river. Plus, the cherry on the cake, privacy is created by the clever use of the neat fences made from reeds from the river.



TOP LEFT The natural grass reed has been used to fence off camping sites, as well as to create ablution blocks and shade ports. It gives a unique out-of-Africa vibe and adds to the pleasure of camping here. **TOP RIGHT** Keep a look out for early rock engravings. They date back a long, long time. **ABOVE RIGHT** Been to this part of the world and lost something? You may just find it hanging off the bar wall, there is everything from a hockey stick, to a crutch, number plate, and the odd animal skull. **BELOW** The mighty Orange River enjoying a placid passage to the sea. The early morning and late evening vistas make the journey here so worthwhile. Put it on your camping bucket list.



Camping at Fiddlers, on a previous occasion, with a Bush Lapa off-road caravan, I camped in one of the much larger Overland Campsites. There are nine of these sites designed to comfortably accommodate the overlanders. Each site is well grassed. The camping area is also plenty big enough to accommodate all the tents of the biggest overland trucks, with plenty of room to park the truck too. Also,

there is a large kitchen area. There's no shortage of irrigation water here in the desert, as the 'river runs through' it! Hence the well-tended lawns.

Facilities

With 200 metres of waterfront on the river and 14 grassed campsites, Fiddlers Creek is, in essence, a bush camp equipped with modern facilities. Each site features an undercover kitchen, basins with running

water, countertops, lights and power points, and a built-in braai area. Some of the larger sites also have tables and benches as a permanent fixture under the roofed area. What I particularly like is the privacy at Fiddlers Creek. This is made possible by the neat and well-made reed fences used throughout the camping area.

There is also a wonderful 'bush pub' filled with genuine character and charm. Years of riverside fun and laughter

permeates the open-plan building like a well-worn river rafting lifejacket. I found myself taking pictures of the riverine décor and wondering about the history of some of the more zany objects adorning its interior. From the pub, take a walk down to the wooden jetty with its covered lapa. The Orange River is a great place for a swim or some fishing. The main species are carp, barbel, and the fine fighting yellowfish. As you probably won't be eating them, catch and release is the best policy.

On the subject of food, Fiddlers will arrange breakfasts, lunch, and dinner if booked three days in advance, with a minimum group size in mind. Talking to Maudie, spit braais are one of their specialities. Complemented with home-baked bread on the coals, scrumptious salads, and desserts. But remember, the Fiddlers Creek crew have to drive approximately 130km to Springbok for supplies if you wish them to cater for meals.

Talking about food, I remember camping at Fiddlers with my old Mom waa...ay back in January 1995. I remember a slap-up meal of bacon and eggs for breakfast on the lovely grass lawn. We were driving the popular Namaqua 4x4 Trail. This trail, following the river, starts in the small mission settlement

of Pella heading to Vioolsdrif. That's when we discovered Fiddlers Creek. We slept under the stars that night. The heavenly canopy provided our world view, the gentle lapping of the river putting us to sleep. I've added a photograph of my tough old Aussie mom showing what she considered 'fancy' camping.

Fiddlers Glampsite

Recently the Fiddlers team added the Fiddlers Glampsite, that is four units each with two single beds, bedding, lights, and electricity. Simple, basic but neat and exactly what you want if you decide it's too darn hot to put up a tent and you'd rather spoil ourselves and dash straight to the river for a swim.

I reckon Fiddlers Creek is the perfect campsite to use as a base for exploring the area. Obviously, anything to do with water such as fishing, canoeing, river rafting, and kayaking are the major attractions here on the edge of the dry, semi-desert of the Richtersveld. But walking and 4x4 trails – into probably the richest succulent species biome in the world – are well worth the activity. Take a drive from the campsite to the nearby

Helskloof/Nababiep Nature Reserve. The drive through the Helskloof Pass is phenomenal. Ask at the camp to direct you to a large collection of petroglyphs etched into the rocks on the Helskloof Pass. Also, look out for the fascinating area dubbed the 'Tower Field'. The field is a collection of strange balancing rock towers of all sorts of shapes and sizes that have been erected by travellers to the region over the years.

Usually, campers would arrive pretty well stocked up for camping on the Orange River. But if you do need supplies, there's a small plaas shop called Manny's some 2km from the Fiddlers Creek camp. But if you needed more than basics it would either be the OK shop in Steinkopf or back to Springbok. 📞

CONTACT

Adam or Maudie	
Camping	R110 pp/n
Glamping	R500 double (no AC)
Glamping	R600 double (With AC)
½ Day rafting	R300 pp

Telephone: +27 (0)27 761 8953
 Mobile: +27 (0)83 325 7261 (Maudie)
 After Hours: +27 (0)83 325 7261 (Maudie)
 Email: info@bushwhacked.co.za
 Postal Address: PO Box 54, Kotzeshoop, 8246, South Africa

BELOW LEFT Use this resort as a base and take day drives along the banks of the Orange River, the scenery is breathtaking. **BELOW RIGHT** Stop and place a rock on top of another, as a sign of your passing by. You can't help but wonder who those fellow travellers are or where they came from.





Better *balance*

Finding the ideal weight distribution for your caravan

Staff Writer

Having a balanced caravan when towing is incredibly important for safety and it offers a more comfortable ride. At *Caravan & Outdoor Life* magazine we have received numerous enquiries in the past relating to unbalanced towing. Readers have said that when they are towing, their tow car seems to be pushed by the caravan creating instability in the tow vehicle or they experience fishtailing. This loss of stability in the tow vehicle is the cause of serious accidents and nearly always has its foundation in uneven weight distribution in the caravan.

Weight distribution in the caravan should be as follows:

- Heavier items should be placed just before or over the caravan's axle.
- Medium weight items can be

distributed evenly throughout the caravan, but in general, should not be packed higher than 100cm.

- Light articles can be evenly distributed throughout the caravan without height restriction.
- Load the caravan evenly on both sides because uneven weight distribution leads to caravan instability.
- Make sure your packed items are secured with tie-down straps and do not slide around during the journey as this can cause complete instability.
- Tow your caravan with empty water tanks as this will reduce the overall caravan weight dramatically unless you need the weight of the water to reduce the weight on the caravan tow ball. The tow ball weight may not exceed more than



It is not necessarily the caravan that causes an accident such as this – tyre pressure on the towing vehicle, excess speed on gravel roads, even an overloaded car are but a few instances that may lead to disaster.





For safe towing, the weight on the tow ball is not allowed by law to be more than 100kg. The front of the caravan should always be lower than the rear and in most cases the tow ball height should never exceed 480mm, depending on the wheel size of what is being towed.

100kg or as specified by the tow-bracket manufacturer.

- Only pack what is required for the trip – unnecessary items equate to extra weight.

It is very important to remember that placing too much weight (refer to your tow bracket maximum tow ball load specification) before the axle could affect towing stability and braking. It may also affect steering negatively due to the extra weight on the rear suspension of the towing vehicle.

Correct weight distribution should be achieved before the trip begins to ensure that towing is safe. Items such as heavy fridges and tents need to be stored over and slightly in front of the axle, whereas lighter items such as clothing, smaller camping equipment items, bedding can be placed in the storage lockers or overhead lockers. Things like folding camp chairs can be placed evenly on the beds and bunk beds and strapped down. It is important to consider the GVM (maximum weight of the caravan) so as not to overload the caravan. And it is equally important to know, and stay below, the recommended tow ball weight allowed for your tow vehicle.

Simply, if your caravan is overweight you need to put it on diet, because it's unsafe, illegal, and your insurance claim in the event of an accident could be repudiated. Pack smart! 🚐

KNOW WHAT YOUR INSURANCE REQUIRES

Ian Lesar from CaraSure offered the following advice for caravan owners with regards to their insurance policies and safe towing:

- Service your caravan at least once a year at a reputable caravan service and repair outlet. The CaraCARE Call Centre had 23 cases of wheel bearing failures, wheels coming off, and various other cases relating to maintenance such as mechanical and electrical failures over the past holiday season. The latter are deemed not to be inherent manufacturing problems but rather a lack of maintenance and service.
- Safe Towing – make sure you tighten the wheel nuts before you tow and check every 200-300km thereafter, for the first 1 000km.
- Do not park or store your caravan unattended in a public area such as on the pavement outside your dwelling. It is the easiest thing to steal a caravan or trailer and tow it away. After all, insurance policies have a clause where you need to take reasonable care to avoid damage or loss.





A TENT EVENT

How best to clean your tent

Tents are used for the outdoors and are put up on gravel, sand, grass, and a variety of other surfaces, and this means they do get dirty. Yes, birds will poop on the tent, mud will make its way indoors, mildew will form in spots left damp, and grubby paws will leave marks on the tent fabric. Expect your tent to get dirty – there is no avoiding it. But, fret not, there are easy methods to clean your tent, as leaving it dirty will and can lead to the complete degradation of your prized outdoor home.

Here are our top tips for getting your tent in ship shape:

1. If you have the space, pitch the tent in your back garden or an open area. Now sweep out any dirt that has

accumulated on the groundsheet. Some of the lighter tents can be lifted into the air and shaken out to remove any loose dirt.

2. Use a tent cleaner that is specifically designed for tents and that will not remove the waterproof impregnation found in many tent materials. You can purchase spray-on waterproofing materials that will add additional protection.
3. Stubborn stains such as fatty deposits, tree sap, and bird droppings can be treated with a stain remover to break them down.
4. Mildew is always going to be a problem as tents are often packed away while still having moisture held within them. The best option to

prevent mildew is to open the tent up when you get home and let it dry completely before being repacked and stored in a dry, aerated area. Once mildew sets in it is incredibly difficult to remove. Using bleach is not an option as it will degrade the tent fabric and also remove the colour from the affected area. But mildew does need to be treated to prevent is spreading. A weak solution of sterilising liquid such as Milton, used for baby's nappies, can be wiped on to the affected area to stop its progress but unfortunately, once mildew has set in and the dark spots (spores) have embedded themselves in the tent fabric, it is incredibly difficult to remove this discolouration. The best



- you can hope for is to stop the spread of the mildew.
5. Tent pegs also need care and a good scrub to remove any residual dirt to stop any corrosion. Dry off the clean tent pegs and place in the clean tent peg bag.
 6. Guide ropes can easily be cleaned with alcohol based wet wipes, which will remove any greasy hand stains and dirt. Let the guide ropes dry completely before packing the tent away.

Keeping your tent in pristine condition is a relatively easy task. Okay, sometimes we don't feel like putting up the tent straight after getting back from a holiday, so we'll give you a day's break. But don't leave it too long, or your next camping holiday will be a dirty, mouldy affair. 🐛



NEW

ISUZU 250 D-MAX AUTOMATIC

Words by **Stuart Reichardt** Pictures courtesy of **QuickPic**

On the recent Cape Town launch of the new Isuzu D-MAX automatic extended and double cab range, we spent two days getting to know what has become a durable and capable stalwart in the bakkie and double cab segment of the market. Now with the introduction of four new 250 automatics in their mid-range D-MAX 250 LE and their D-MAX 250 Hi-Rider models, Isuzu has certainly bolstered their range and added a much needed element to their lineup, giving the public that much more buying scope. The capability of the Isuzu range has always been a drawcard for the brand,

ask any farmer, contractor or brand loyal private buyer, but now with the new automatic D-MAX range, so many more opportunities exist for Isuzu to further increase their market share.

It struck me while driving the dust roads in the Villiersdorp area, that Isuzu's new automatic D-MAX range is the perfect fit in a spectrum that ranges right from farmers, who require tough as nails technology coupled with a bit of auto gearbox luxury, right down to the man in the street or small business owners looking for a solid workhorse. Simply, it is good reliable technology, tried-and-tested stuff that brings repeat business purchasers

ISUZU D-MAX 250 AUTO MODEL RANGE AND PRICING:

D-MAX 250 HO EXTENDED
CAB HI-RIDE AUTO
R 403,200.00

D-MAX 250 HO DOUBLE CAB
HI-RIDE AUTO
R 435,300.00

D-MAX 250 HO DOUBLE CAB
LE AUTO
R 459,000.00

D-MAX 300 DOUBLE CAB
HI-RIDE AUTO
R 464,100.00

D-MAX 250 HO DOUBLE CAB
X-RIDER AUTO
R 474,700.00

flocking back to this brand time and time again. Okay, so you won't get the fancy electromagnetic dilatometer, a rocket-assisted ejection seat, and controls so complex that you're not sure whether to file a flight plan or punch in co-ordinates to a distant galaxy, but, whether you're meandering along with your caravan in tow, putting the D-MAX through its paces on dust roads as a workhorse, or throwing a couple of fishing rods in the back and heading out, you'll be assured a safe and reliable ride. Yes, you'll hear the diesel engine ticking over, but what's not to like about the gravelly guts of the machine making its voice heard.

The interior of the D-MAX range is functional and the seating is firm and comfortable. The 5-speed automatic gearbox does exactly what it should and the gear ratios are well spaced for easy, yet seamless transitions between gears. The suspension feels bulletproof on rougher terrains and you will be

bounced around, as the D-MAX sits up well on undulating surfaces. The coil-over-shock front suspension, coupled with the leaf spring rear suspension, ensure that the D-MAX range certainly has a lot of spring in its step.

The D-MAX automatic comes in five variants namely the 250 HO Hi Ride 4x2 extended cab, the 250 HO Hi Ride 4x2 double cab, 250 HO LE 4x2 double cab, the 300 Hi Ride double cab auto, and the 250 HO X-Rider 4x2 double cab and each of these models has its place in the market, from the base 250 extended cab for light commercial applications right up to the range-topping 250 HO X-Rider double cab.

Dominic Rimmer, Senior Vice President, Technical Operations at Isuzu Motors South Africa is positive about the future for Isuzu saying, "Buying trends in the bakkie segment are changing rapidly, and we have seen a major upswing in the demand for automatic gearboxes in recent years."

The D-MAX models come standard with Isuzu Complete Care, comprising a five-year/120 000 km bumper-to-bumper warranty and Isuzu Roadside Assistance, a five-year/unlimited km anti-corrosion warranty and a five-year/90 000 km Service Plan. Service intervals are every 15 000 km or 12 months whichever comes first.

After a few hundred kilometers of dust road and tar road driving over two days, I can safely say that Isuzu has grown their brand around the three pillars that form their core foundation, and these are durability, reliability and capability. I'd add a few more to that such as low maintenance costs, low running costs and the sheer driving pleasure with the new auto box. The bold look of the D-MAX exterior is much like the provenance of a painting, which tells the story of an Isuzu history steeped in rugged reliability and the desire to get the job done at all costs. 🚚



Now there is the convenience of automatic transmission in Isuzu's mid-range D-MAX 250 LE and their D-MAX 250 Hi-Rider models.





10 tips for camping in windy weather

By Walter Ellis

Camping when the wind is gusting around you is not all bad. Yes, it's a minor irritation, but if your tent does not succumb to the relentless forces the wind generates, then there is still a lot of indoor fun to be had. There are certain factors though, that will ensure your tent stays intact and lasts until the wind dies down once again.

Here are our top 10 tips to ensure you beat the wind:

1. The first thing to do is to check the weather forecast. Nobody wants to have to survive a hurricane if they don't need to. If the weather forecast predicts severe weather, at least you can prepare for such conditions beforehand or postpone the trip.
2. The more robust your tent the better. On the other hand, it is not necessary to have the most expensive tent. Common tent brands are tested rigorously in a variety of conditions, including high winds. Pegging down the tent correctly is the best way to secure it and prevent unwanted damage. There are short pegs, long pegs, even spring-loaded storm pegs, and storm straps. Be a good scout by being prepared for whatever nature has up her sleeve.
3. If you arrive at the campsite and have a choice of camping stands, then we suggest you do a small reconnaissance of the area to find the campsite that offers the most shelter from the wind. Camping stands set on higher ground or hills are usually more prone to wind.
4. Using any natural windbreaks is another way to reduce the effects of high wind. Sand mounds, hedges, thick bush, and even small buildings will act as natural windbreaks. Parking your car side-on to your campsite will also help alleviate some of the wind.
5. Take note of the wind direction and pitch your tent with the entrance facing away from the main thrust direction of the wind. This way the wind is buffeted down the sides and over the top of the tent, leaving the area in front of the tent's entrance and the awning area relatively free of wind.
6. Pitching a tent in windy conditions can be incredibly difficult, so get the whole family involved. Everyone needs to work together to hold the tent down while pegs are hammered into the ground to secure it. Remember to hammer in the pegs at about a 45-degree angle for the best hold. A good rubber mallet and

strong metal tent pegs are suggested.

7. Put the poles together and slot them into their various sleeves. Extra guide ropes and tie-downs can also be used for added stability. Use all the available guide ropes on your tent, as modern tents generally have lots of guide ropes.

8. With stand-alone tents fitted with sewn-in groundsheets, it is a good idea to put the heavy camping gear, such as a camping fridge, in the corners – for extra anchorage. If the wind is strong enough to lift the tent with the fridge in it, then it might be advisable to pack up and go home. Weighty cooler boxes and other heavy camping equipment can also be placed in the corners of the tent for added stability.

9. Cooking can be done inside the tent if space allows, but care needs to be taken when cooking with gas in enclosed spaces without the proper ventilation and, of course, there's the threat of fire. If you don't feel comfortable cooking with gas, then a single plate cooker with induction top, that plugs in via an extension lead to the power source at the campsite, is the way to go. Alternatively, take your spouse out for a drive and have dinner at a restaurant in the area.

10. Camping should always be fun and exciting but if the wind reaches levels that are making your holiday a misery, it might be time to pack up and head for different hills.

Motorhome and caravan owners can simply retire indoors.

Camping in the wind doesn't have to be a chore but rather, with a little planning, it can be a lot of fun. On a recent trip we did, the wind was howling at around 80km/h but this did not deter my partner and me. We pitched the tent, facing away from the prevailing wind and brought our camping chairs inside the zip-up atrium part of the tent. With a small table between us and coffee on the go on the gas stove, we chatted happily for hours, playing board games, reading, and spending time on Facebook until we turned in for the night. There is something very special about sleeping in a secure tent while the wind lets loose around you. 🏠





Still STANDING

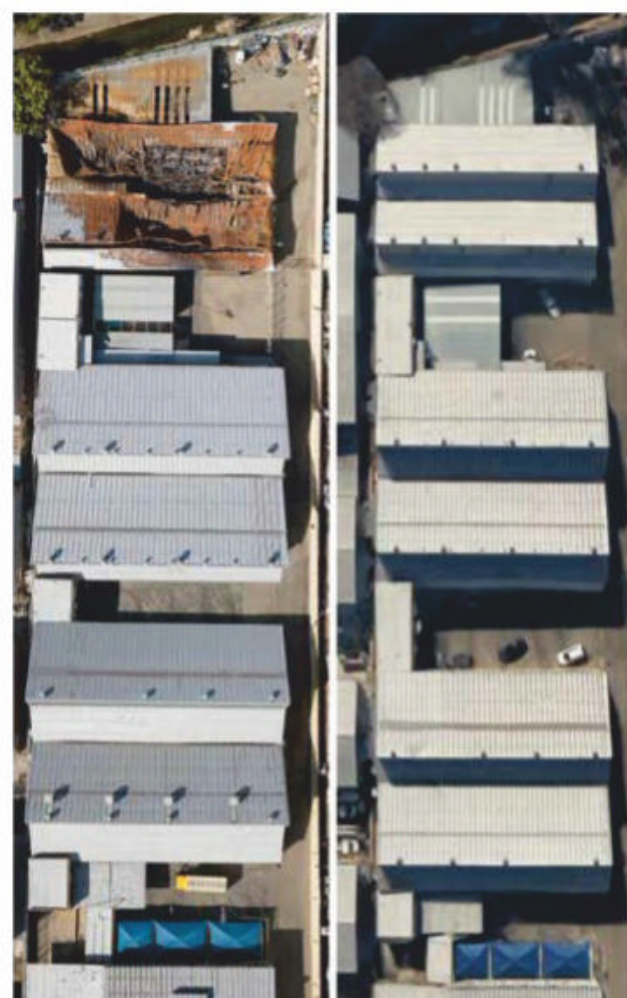
NATIONAL LUNA FRIDGES BACK IN PRODUCTION

They say that good news travels fast, but bad news travels faster. Well, this is certainly true of our Facebook page. For more than three years, National Luna has been developing an entirely new range of fridges equipped with superior insulation and an all-new compressor. We named it 'The Legacy Range' and it was officially launched into the market, in October last year. But then, in late November, disaster struck...

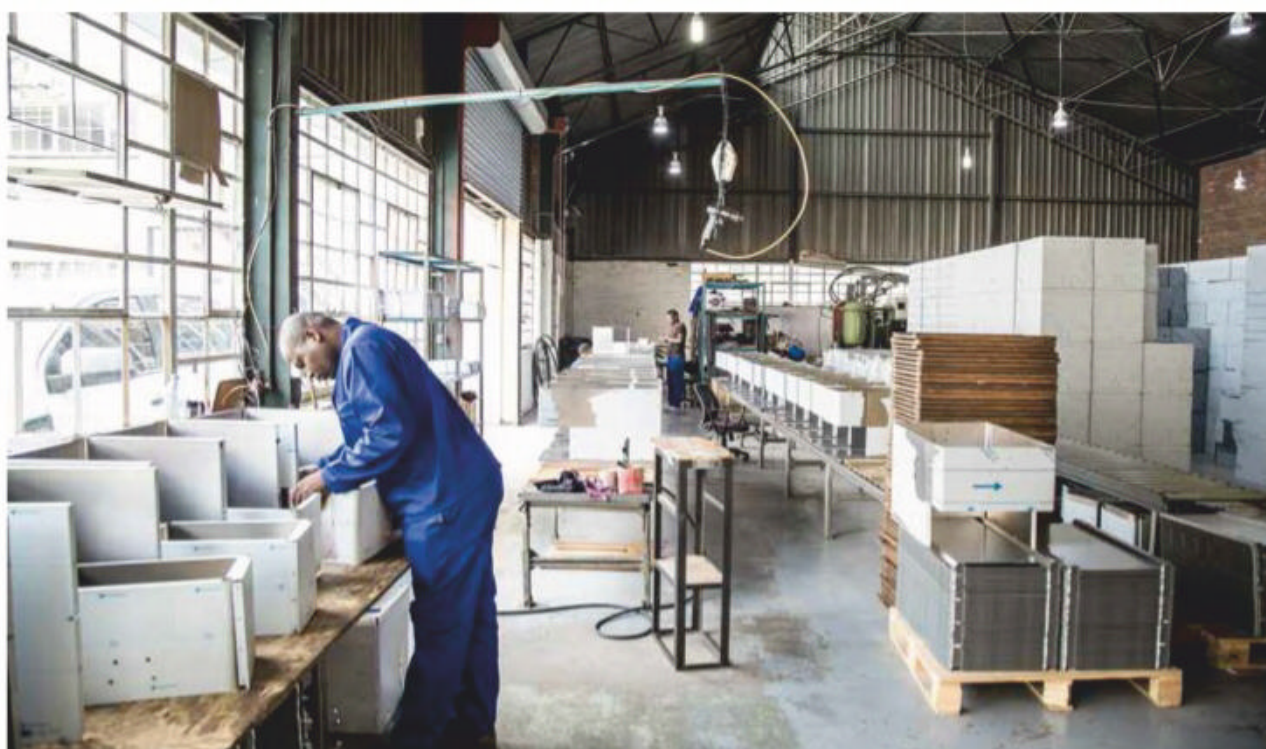
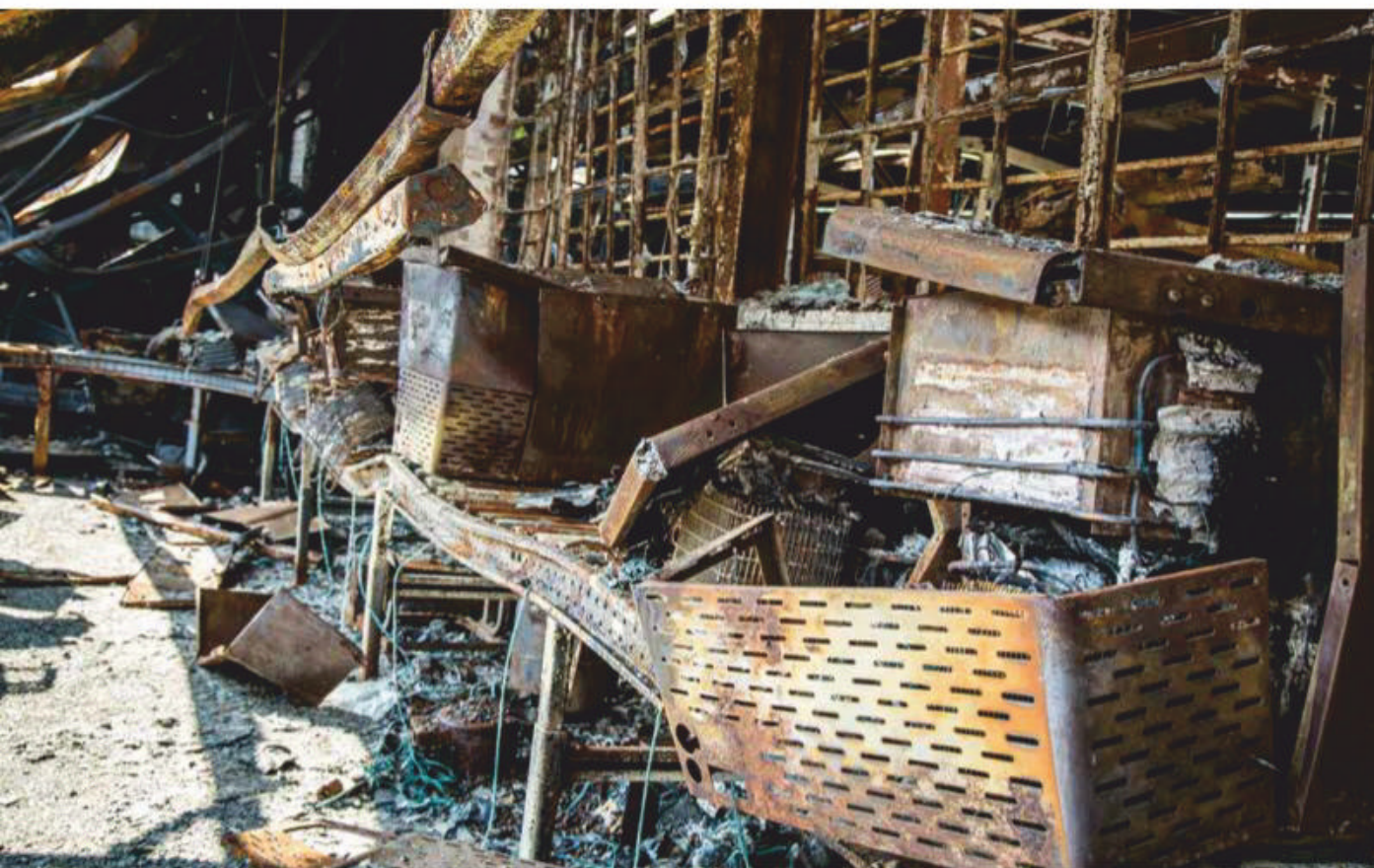
Sometime in the early hours of 22 November, a fire broke out in our fridge-

service and pre-assembly unit. The 1 000-sqm building, and all of its contents, suffered irreparable damage that caused the total shutdown of our fridge-production facility, including product that was destined for Australia, the USA, UK, Europe, and our local South African market.

Worse yet, customers' fridges that were booked in for servicing (prior to going on holiday) were completely destroyed. To top it off, specialist machinery (pivotal to the production of National Luna fridges) needed



National Luna's production facility before (right) and after (left) the fire. Fortunately, only units 6 and 7 were destroyed. The manufacturing of our dual-battery systems, battery chargers, portage-power packs, LED lighting, and Ice Makers are still in full production



Production has already started on select models, with capacity expected to return to normal during the next few months.

significant repairs and replacement, and many of the parts and components that are needed to build new fridges require a three-month lead time.

We posted details of the fire on social media and the news spread, well, like wildfire. But as one of our followers commented: Every dark cloud has a silver lining. For us, that lining has been the incredible support we've received from the off-road community, as well as our distributor network nationwide.

OUT OF THE ASHES

Of the seven factory units that make up our production facility, units 6 and 7 were completely gutted in the fire and now have to be rebuilt. But despite this mammoth setback, we're out of

the ashes and moving swiftly towards production capacity thanks to a new factory facility that's just around the corner from our Head Office (JHB). Production has already started on select models, with capacity expected to return to normal during the next few months.

CUSTOMER FRIDGES

However, the best news of all is that we can now work towards replacing the customers' fridges that were tragically destroyed in the fire. Currently, we're in the process of contacting each of these customers with instructions on how to claim their brand new fridge, and a subsequent three-year warranty.

Once again, we'd like to take the opportunity to thank all our customers

and distributors for their support and patience during these past months. Because of you, we're already bouncing back stronger than before, not just because we've got newly-pioneered products in the pipeline, but because we're supported by a community that values our ideals of innovation and quality. 🚐

National Luna moved into their current Edenvale premises some 20 years ago, but for more than 33 years they've remained committed to employing South African citizens (currently 77 people) and keeping their manufacturing facilities local.

Photo competition



@caravanoutdoorlife

#caravanoutdoorlife



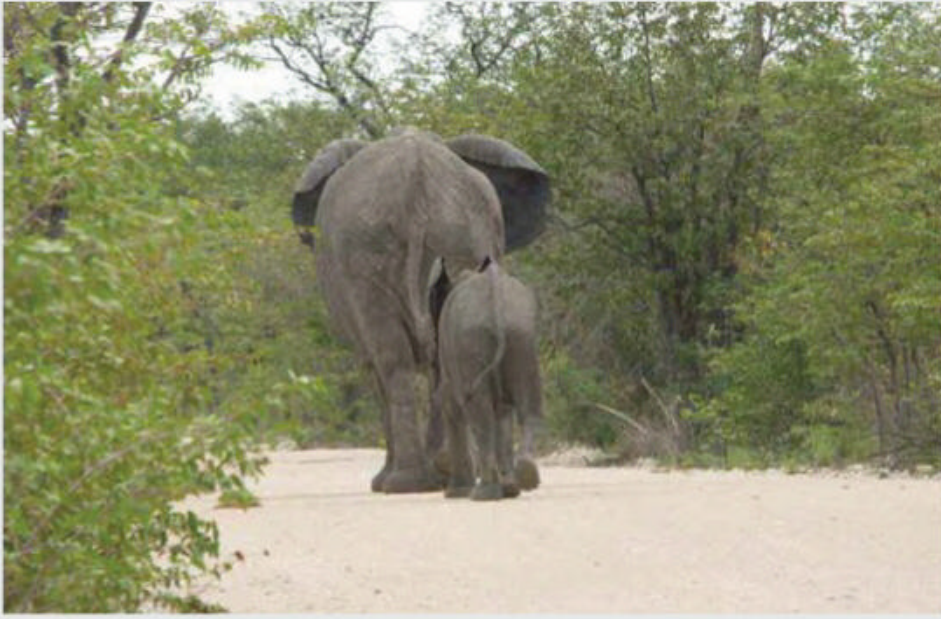
I would love to enter this picture my wife, Charlotte, took during our last holiday in the Pilanesberg National Park.

From a distance, we saw a crocodile with something in its mouth and decided to drive closer to inspect the scene, but it disappeared under the water and a smaller crocodile climbed out with a fish in its mouth. We thought we may not see the bigger croc again and would have to be satisfied with a photo of this smaller one. Then just as we were about to leave, the first croc climbed out with a catfish in his mouth! The camera was ready and in position, when the crocodile began to tear the catfish apart and seconds later swallowed it. We were in the right place at the right time and, with a bit of anticipation and luck, my wife got the perfect shot. I am so proud of her for capturing this amazing image.

Eugene Nagel

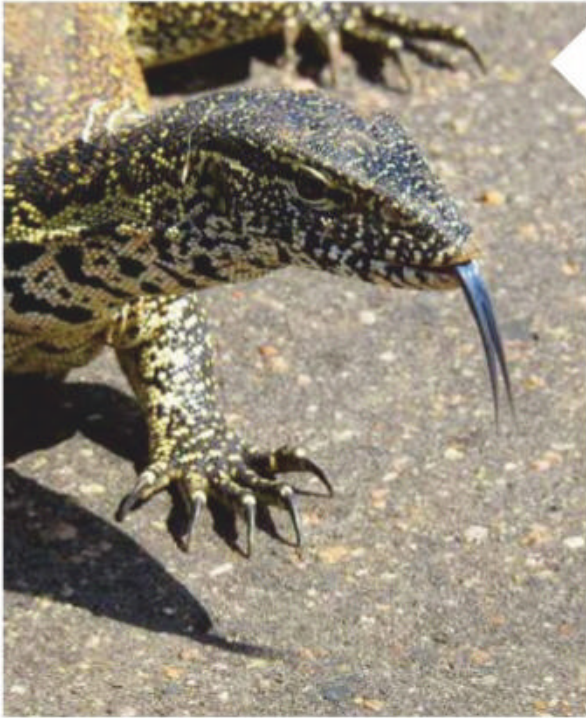
This photo was taken in the Kruger National Park and almost makes me think of the Afrikaans song, 'So ry die boere sit sit so'.

Maans Kotze



Our camping trip started in Botswana (Kalahari Rest Camp) and ended at the amazing Epupa Falls. Our journey included Windhoek, Swakopmund, Khorixas, Etosha, and Epupa Falls. We've done 7 500kms with our Landrover Discovery and Explorer Off-road caravan without any problems, through bad gravel roads, rivers, and muddy patches.

Ansie Potgieter



This picture was taken just outside the Kruger National Park. After multiple attempts, I got a picture with its tongue sticking out.

Catharina Coetzee

The biggest baobab tree in the world. We were fortunate enough to see this beautiful tree, with its unique characteristics, at Sunderland Farm.

Nois Schoeman

(According to Wikipedia the largest baobab is located east of Tshipise, in Vendlan, Limpopo Province and has a trunk diameter of 10.47 metres and circumference of 32.89 metres. - Ed)



WIN A PRIZE FOR YOUR HOLIDAY PICTURE(S) This month's prize a handy, campers Cobb kettle. **HOW TO ENTER** Simply send us your prized picture snapped while on holiday. Pictures must be bigger than 1mb or up to 5mb and sent via email to editor@caravansa.co.za. Thereafter you can post it on www.facebook.com/caravanandoutdoorlife, [Instagram@caravanandoutdoorlife](https://www.instagram.com/caravanandoutdoorlife), use #caravanandoutdoorlife.



Conservation

Can coronavirus save the African pangolin?



Wildlife conservationists and enthusiasts around the world have been celebrating an apparent silver lining in the latest coronavirus epidemic since the Xinhua News Agency in China reported earlier this month that researchers had found a 99% genetic match between a virus found in pangolins and the new human coronavirus.

The hope of this finding is that humans, frightened of coronavirus infection, would reduce their demand for pangolin meat and scales, whose populations are in rapid decline due to wildlife poaching and trafficking to satisfy bushmeat and traditional medicine markets predominantly in Asia.

It may, however, be premature to celebrate 'the revenge of the pangolin' since the link to coronavirus may turn out not to have the positive outcome for pangolins that we've all been hoping for. Several interesting and worrying scenarios could still unfold.

So far coronavirus has done wonders for putting the plight of the pangolins into the headlines and onto the global stage, which is something that is long overdue and critical to their survival. It is hard to rally support for saving a species when most people don't even know what a pangolin is let alone their critical status.

The reported link between pangolins and the coronavirus has led to the Chinese government placing a

temporary ban on all wildlife markets and trade, based on the fact that these markets are ideal for the cultivation and spread of zoonotic diseases, which are transmitted between different animal species, including to humans. This has led to the closure in China of 'wet markets', where live wild animals are sold, which is obviously good news for animal rights, even if this is unlikely to have been a primary consideration of the Chinese government.

It should be noted, however, that the ban is only temporary at this stage and – should it be extended – the ban will only drive markets underground, since the demand for animal body parts, which has existed for millennia for use in Traditional



Johan Vermeulen



John Starr



Johan Vermeulen

Chinese Medicine, will not change overnight, regardless of the viral risks.

The negative consequence of the ban is that reducing access to wildlife parts by only selling them on the black market is likely to increase the street value of pangolins even further, not only in the end-markets in China and Vietnam, but also in Africa where the chain of the illegal wildlife trade begins. A higher street value for pangolins may then trigger even more poaching. This is applicable not only to the pangolin, but also to rhino horn, lion bone, and elephant tusk.

It is important to remember that the basis of the Xinhua News Agency report is a study by researchers at the South China Agricultural University in Guangzhou, is far from conclusive. Several scientists around the world have reserved comment on the study until they receive the yet unpublished data

supporting its conclusions, so that these can be verified.

While the report suggests that pangolins are “the most likely intermediate host”, other wild animals traded at wet markets could also be transmitters of the deadly coronavirus, which is thought to have originated in bats before being passed on to humans via another species.

On 3 February, the Standing Committee of the Political Bureau of the Communist Party of China held a meeting to “strengthen the prevention and control of the Coronavirus epidemic” and expressed their intention to “resolutely ban and severely crack down on illegal wildlife markets and trade”, however no mention was made of pangolins being linked to the virus. Is this perhaps indicative of the government’s reluctance to jump to the conclusion that pangolins are the intermediate host?

What we find perplexing about this statement is how the government intends to ban something that is already illegal, but that is perhaps a different, interesting space to watch.

There is also a real possibility that this could turn out to be an isolated Asian incident. Furthermore – and this is important to note – none the reports to date have pointed to the coronavirus being linked to any of the four African pangolin species.

If a scientifically proven link is made between coronavirus and exclusively Asian pangolin populations this may result in an increase in the demand for 'uninfected' African pangolins. Currently one African pangolin is seized from the wild every five minutes, with one study even suggesting that up to 2.7 million pangolins are poached on the African continent each year. Any increase on this rate of trafficking and consumption would be catastrophic for their survival.

A scientifically proven link between coronavirus and pangolins could also present a formidable new threat to the survival of pangolin populations on the African continent if bushmeat hunters, or indeed anyone encountering a wild pangolin, turn to killing them as their potential infection with coronavirus would be seen as a threat to their health.

It is clearly too early to draw any conclusions or do more than speculate on possible outcomes for pangolins in the illegal wildlife trade resulting from the coronavirus outbreak, but either way it looks like pangolins could get the short end of the stick and will continue to hover on the edge of extinction. 🐾

Caravan clinic

Our expert answers your technical questions & gives camping advice

BED HEADACHES

I regularly search for caravans that do not have a permanent double bed, which takes up 50% of the floor space. To date? Nada!

We used an old Jurgens 13 footer decades ago, which used the table as the base between the two side benches. The backrests were the mattresses. What a great idea! In bad weather, we could sit inside and play cards at the table or read. Today we can explore the Internet when we do not feel like chatting. (I hope my wife does not read this.)

Please tell me what the pre-occupation is with a clumsy double bed, which is only good for sleeping? We sleep enough! It takes but a few seconds to convert the seating benches into a bed. The bedding is easily stored under the benches. It's certainly not a problem. I have to bend my creaky back to get into bed anyway so a little exercise in moving the tabletop will only do me good. Fitted sheets slip over the mattress cushions and my duvet requires no action at all. What this means is that during the day, I then have so much more space to move around without having to negotiate a centrally-placed double bed. I can boil the kettle next to me or sit at the table and enjoy my whisky when it rains outside. What's more, I would not need counselling for claustrophobia after the holiday.

Ron Claassens

You know that saying when buying anything expensive: "I have to ask my wife first!" It's either a cop-out because it is too expensive and you don't want to admit it to the salesman, or it is because the male in the family is whipped. In the case of caravans, the man does not decide on which model to buy, if anything, the wife provides the confirmation to, "Take that one!"

What tilts the scale in a man's favour? Well, nobody really knows, but perhaps it's based on the look of a home-styled bed? Does she envisage her duck down duvet and the joy of hours of shopping for a duvet cover that will contrast or match

or complement the interior of the caravan, and so be the envy of the other woman folk, or is it simply a good place to catch up on much-needed rest? (Now I hope my wife is not reading this.)

The strange thing, Ron, is that caravans that have fixed double beds on one side of the caravan don't sell that well, as most buyers prefer the so-called island bed, the one in the middle of the floor, not realising that with this design you need a passage on both sides of the bed which takes away bed width. With a caravan being only 'X' wide,

surely it makes better sense to have a wider bed for a better night's sleep and only one passage? Surely having to climb over your partner to exit the bed is nothing more than a small moment in time in comparison to a good night's sleep?

There are times when we are out testing a caravan that I think to myself – I am merely towing a bedroom behind me, and, what happened to the good old practical caravan? The truth is it has evolved into something cosier with a lot more refinements and creature comforts.



BATTERY CASE SWELLING

We left our caravan connected to a solar panel and when we returned a week later, the battery case had swollen up like a balloon ready to burst by the looks of it! I immediately isolated the battery from both the solar controller and caravan and all while shielding my eyes and face – and mentally googling the possibilities of a hydrogen bomb fallout. I later measured the voltage across the negative and positive terminal of the battery, and it was only showing 7.4 volts.

The battery was obviously damaged beyond further service or repair. Since we could not camp without a battery, I replaced it with another make and checked it daily for signs of a repetitive problem. I am worried in case this recurs. The Victron Blue solar controller was/is producing 13.5 to 13.8 volts from the solar panel and everything seems to have returned to normal, for the time being, that is. The older battery was about four years old, maybe less.

Where do I start looking for the problem, I think I caught this just in time?

JAMES STRAUSS

You did the right thing isolating the battery from further use, as batteries can explode and when they do they can cause severe damage. Acid will eat away at most surfaces, not to forget flesh, and requires instant flushing with copious amounts of

water to dilute the acid. Experts say that overcharging or short-circuiting a battery are the only two causes for a battery case to deform, that the problem was not due to a battery malfunction and that you need to make sure that you are following the correct procedure in recharging the battery.

The battery manufacturer says check your battery charging device. If the charger is overcharging and providing too much current it will 'boil' the battery. Ideally, a 12-volt battery should never receive more than 14.4 volts for short periods (less than 8 hours) or 13.8 volts for long periods, although this may vary between battery makes and types, so check your battery specifications.

We are also told that fast charging an excessively flat battery can result in excessive heat build-up. Ambient temperature also plays a part; a battery in a sealed compartment in the sun is going to get a lot hotter than if it was in the shade.

Use a battery charger compatible with the battery and also check and see that your caravan electrics are not short-circuiting anywhere and causing an excessive drain on the battery. Ensure your battery terminals are clean, well protected, and not short-circuited by a braai grid, corner steady crank handle, or similar metal objects. Taking any and all of these precautions will prevent battery failure such as yours and provide a longer battery life expectancy.



HAVING A PROBLEM? GOT SOME ADVICE?

Make the outdoor life more enjoyable by sharing your camping problems, questions and opinions, and raising topics that can improve things for everyone. Our print and digital community is a great place to swap tips, get advice, and find answers to your caravan and camping questions. We have genuine experts and very experienced readers who can offer advice... and like all campers, we really like to help each other!



The quickest way to get in touch with us is via email:
clinic@caravansa.co.za



If you prefer to write in: 'Clinic'
C/o Caravan and Outdoor Life
PO Box 31062, Tokai, 7966



@caravanoutdoorlife



Or join the discussions and get the latest news on our forum:
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Congratulations to **Ron Claasens**, whose letter wins him a Fiamma Pack Organiser S – a practical folding container with lots of pockets that can be hung easily on the door or walls of a caravan or motorhome. The Pack Organiser is made from resined polyester and has adjustable straps for installation. It can be folded up when not in use and comes with practical handles for easy carrying. Available at Motorhome-World (www.motorhome-world.com). To find more Fiamma products, visit www.fiamma.com.



BREAKFAST AT WIMPI

I have a Jurgens Wimpi 1993 model which was stripped, converted, and repaired to go on-/off-road to places like Botswana and all over SA. The handbrake was stripped, the chassis was reconditioned with new plates being added all-around to minimise stone chipping, and after all the refurbishments were complete, I must say, it looks very smart.

This may be interesting to you and many other caravanners that have small or similar vans. It really works 100% and I have proved it over and over. I bought it on a street corner in Port Alfred while driving through from Addo Elephant Park one sunny afternoon, as we were tired of tenting and this size caravan is perfect. It came fitted with a Defy 220V fridge/freezer, a microwave oven, but no 12V battery backup. After looking around and asking outdoor camping outlets about installing an inverter that would run from the car engine and a booster 12V deep-cycle battery in the caravan's nose cone, it turns out it could be done for around R5 000.

I did the connection for under R150 from the battery to the caravan plugs at tow bar. One can use the Anderson-type connection but I prefer the caravan plugs that you buy at Midas, which are much cheaper and obtainable at many other auto spares shops. I ran the hot wire to

the rear, earthed everything, put in a 15-amp fuse box, so if there is a short, it does not interfere with the electrics of car. The connection was perfect, and I drove from East London to Vrede in one day and the fridge/freezer never underperformed. We left the next day for Crocodile Bridge, which was another 600km of travelling. The beauty of the inverter is that we were away for three and a half weeks and never did we have to worry about our meat or other perishable foods going off. Fitting an inverter is simply safe and very affordable.

So if any person is interested, I am willing to share my experiences. I know nothing about electricity, other than being shocked a couple of times, but an AA auto electrician approached me and wanted me to patent it. My answer was simply that I just wanted to prove a point that it can be done.



I hope this will inspire some of you out there. I also have ideas of how to carry your caravan's spare wheel other than putting it in your van or at the back of the car. I'll also quite happily take some pictures and share my experiences.

Des Coetzer

BUSHLAPA TENT EXTENSION

Are there any Bushlapa owners that opted for the tent extension that extends from the fridge side to the nose cone? The additional cost is about R11 400. If so, would you recommend purchasing it?

Jolene Smyth

(Send your replies to caravanclinic@caravansa.co.za.)

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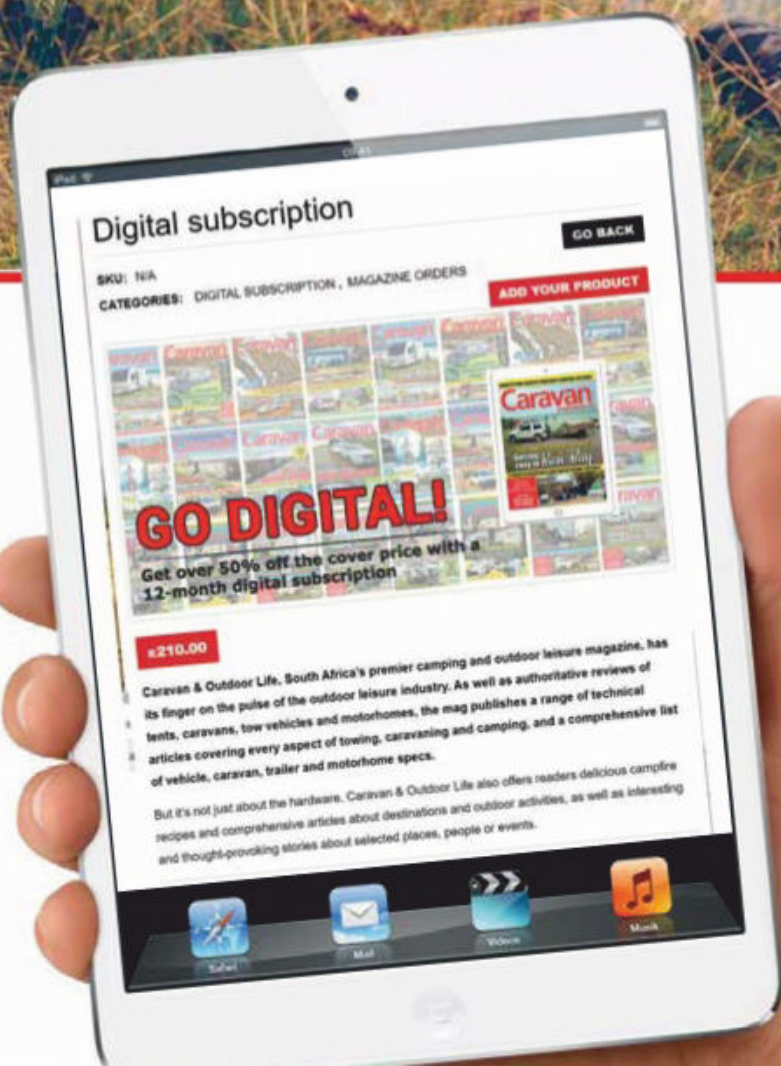
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Gourmet campfire cooking

Mouth-watering, easy-to-make recipes for camping

Ivan's Delicious Lamb Pot

One of the great joys of camping is the people you meet along the way. On a recent trip, *Caravan and Outdoor Life* met Ivan Arnold, a bush camp chef extraordinaire, who grew up cooking on an open fire from the age of six. As youngsters, he and his brother were given a couple of chops and a piece of boerewors by their father and told to cook for themselves on the campfire – under his watchful eye, of course. Over time, and with many influences from other campers, Arnold developed a love for cooking over an open fire and recently took charge of preparing meals for many at Afrika Burn, one of the biggest outdoor events in southern Africa. Here he shares his very special Lamb Pot potjie recipe, especially for you.

If the wine is not good enough to drink don't put it into your pot

Ingredients

- 1kg lamb or mutton (lamb knuckles are also great)
- 2 x medium-sized onions, roughly chopped (or as you prefer)
- 10 x baby potatoes, peeled
- 3 x medium-sized sweet potatoes, roughly chopped
- 10 or so smallish or baby carrots
- 10 or so baby marrows, cut into strips

Sauce

- 200ml water
- 175ml decent red wine
- 25ml chutney
- 25ml tomato sauce
- 25ml soya sauce
- 25ml Worcestershire sauce
- 2 x tsp Bisto

- 3 x cloves garlic, crushed or chopped fine
- fresh rosemary
- fresh thyme (or dried)

Method

1. Trim the excess fat off your lamb. Render this down, you can add salt and pepper in the pot. This is a tasty little snack for the chef and any friends nearby!
2. From the fat generated from these fatty off-cuts, you brown your lamb. You don't have to have too high a heat. You can also season the meat before browning. Don't use hectically high heat.
3. Set aside your lamb after browning into a plate or dish.
4. Add the two onions and deglaze by adding some water. The onions must appear transparent at this stage.
5. Add the meat to the onions. Ivan always stirs the meat and onions so that the onions don't lie at the bottom of the pot.
6. Premix your sauce with the water and wine before adding.
7. Add the baby potatoes and unpeeled sweet potatoes.
8. Add the sprigs of rosemary and thyme.
9. Put on the fire and simmer SLOWLY for 2-2.5 hours. Make sure you only have enough coals to simmer gently.
10. After 2-2.5 hours add the carrots. Don't cook the carrots to a mush. Usually half an hour.
11. Finally, add the baby marrows and cook for another +- 20-30 minutes.
12. Serve with Basmati rice.

Strawberry Cheesecake and Chocolate Crêpes

Love chocolate? Then you are in for a treat! Who said you should only eat boring food when you go camping? This easy-to-make dessert is divine and will leave you wanting more. (You can always make crêpes from scratch if you prefer, but seeing as you are camping it is much easier to just use wraps.) Serves 6.

By Corné Greeff

Chocolate Crêpes

Ingredients

- pack of 6 flour wraps/tortillas
- 6 bananas
- 180g Nutella
- 1 tsp coconut oil
- milk chocolate slab

Method

1. Prepare the wraps by spreading these with Nutella or a chocolate spread of your choice.
2. Peel the bananas and put one on each wrap. If you don't like bananas create a filling of your choice, such as mixed berries, mixed nuts, or marshmallows.
3. Fold the wrap with the filling inside, if you are struggling to keep the wrap closed you can use a toothpick.
4. Baste the outside of the wraps with a little coconut oil and put them on the braai-grid and turn regularly until they are nice and brown.
5. Cut them into pieces, put the strawberry cheesecakes on top and enjoy with some ice cream and grated chocolate.

Strawberry Cheesecakes

Ingredients

- 12 small strawberries
- 200g Lancewood chocolate-flavoured full-cream cheese spread
- 6 caramel Tennis biscuits, crumbled

Method

1. Cut the top of each strawberry and hollow it out by scooping out as much strawberry flesh as you can.
2. Refill the hollowed-out strawberry with the chocolate cream cheese, to create a filling.
3. Sprinkle the crumbled biscuits on top of the filling, and serve with the chocolate crêpes. 🍷



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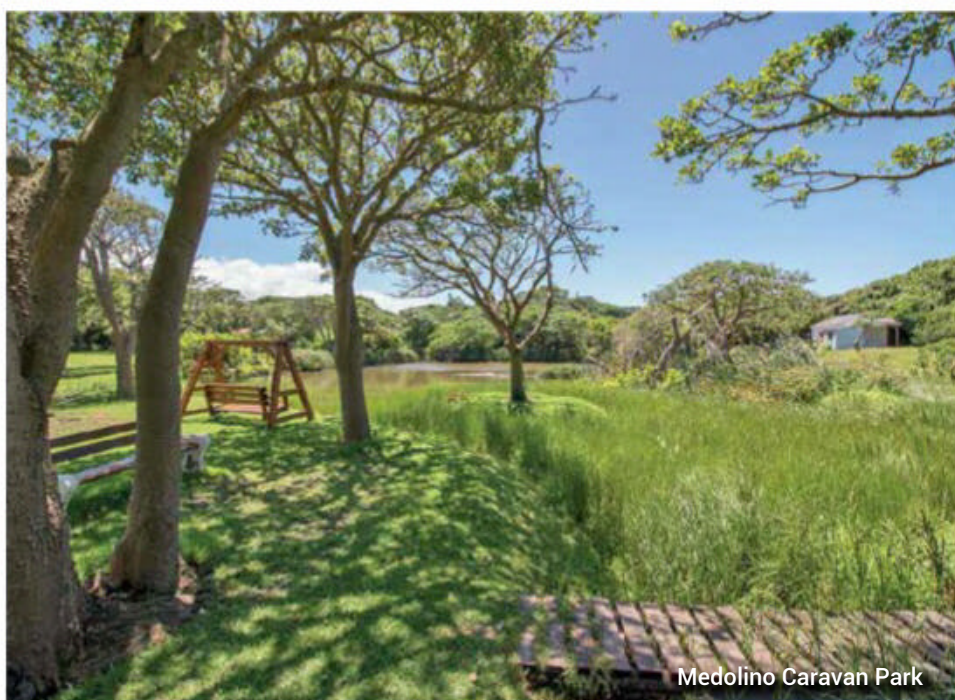
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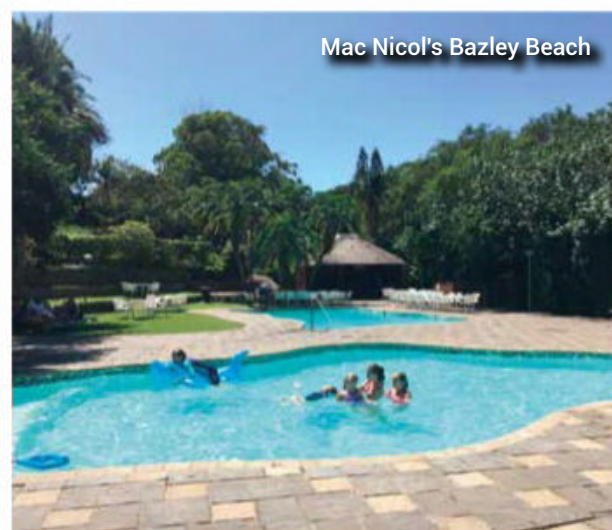
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Shumba Valley Farm



Mac Nicol's Bazley Beach



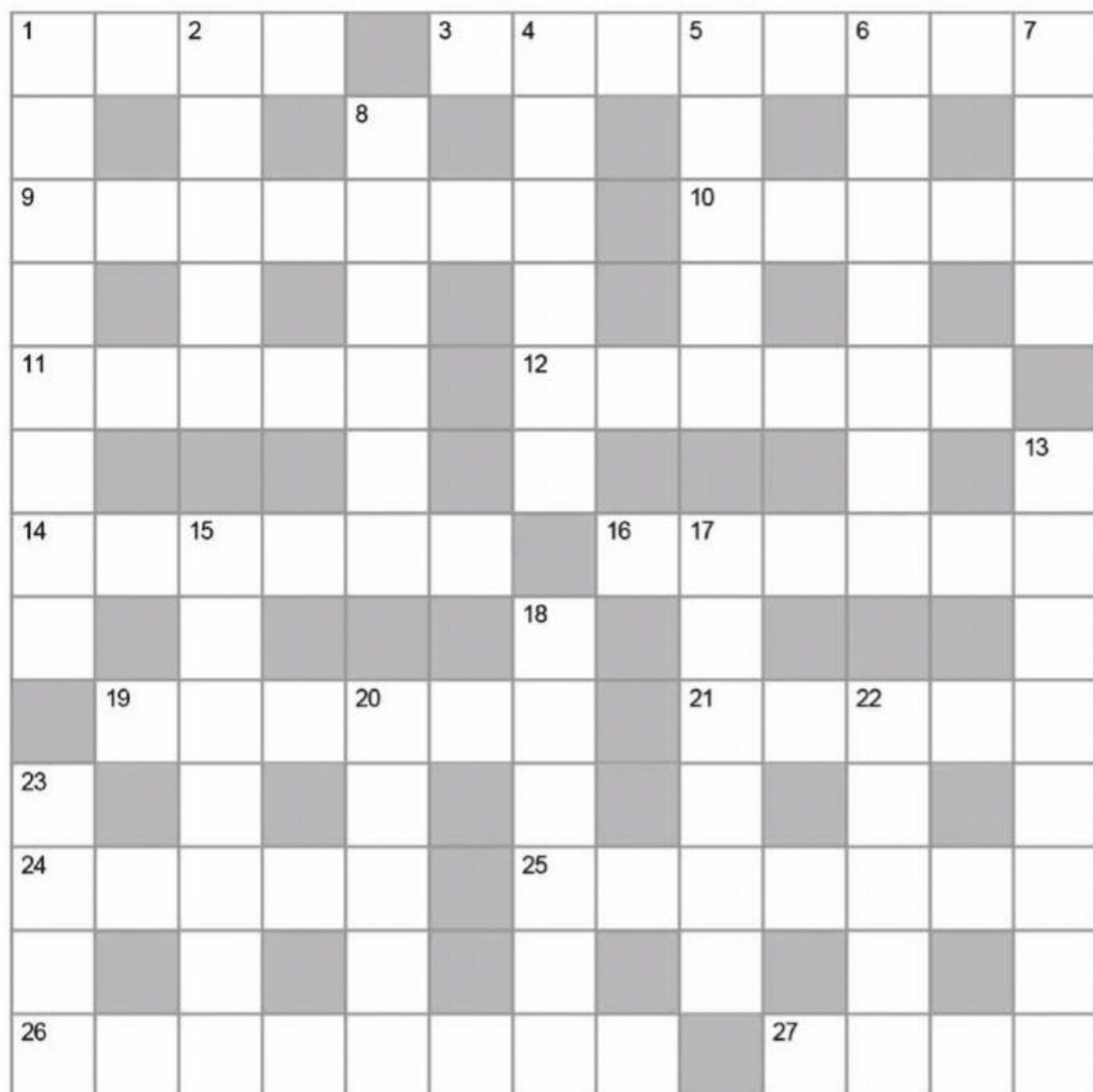
Olifants River Lodge



Do you want to see your resort's specials on this page?
Contact the relevant sales representative for your province (see page 4).

Brain teasers

Puzzles for on the road or at the camp



ACROSS

- 1 Domesticated (4)
- 3 Sufficient (8)
- 9 Slices of bacon (7)
- 10 Terra firma (5)
- 11 Shade of pink (5)
- 12 Artist (anag.) (6)
- 14 2004 Olympics venue (6)
- 16 Movie theatre (6)
- 19 Behaves badly (4,2)
- 21 Imprecise (5)
- 24 Customary (5)
- 25 First (7)
- 26 Secret (4-4)
- 27 Nought (4)

DOWN

- 1 Renegade (8)
- 2 Mean person (5)
- 4 Stop (6)
- 5 Peculiar (5)
- 6 KLM, for example (7)
- 7 Reflected sound (4)
- 8 Arthurian wizard (6)
- 13 1815 battle (8)
- 15 Minor hitches (7)
- 17 To no avail (2,4)
- 18 Acrobatic feat (6)
- 20 Slender graceful female (5)
- 22 Move effortlessly (5)
- 23 Shrub (4)

EASY SUDOKU

	2	6			4			5
			7	5			4	3
		4						
6				7	3			1
		1				8		
3			4	6				7
						5		
8	4			2	7			
1			9			3	7	

HARD SUDOKU

			9			1		3
	8	9						
	2	5			3			9
	1			9			4	
	3		5		4		9	
	7			6			3	
4			2			9	1	
						4	8	
2		8			9			

Resort listing

EASTERN CAPE

RESORT	NEAREST TOWN	PAGE
Yellow Sands Caravan Park	East London	70
Areena Riverside Resort	East London	70
Morgan Bay Caravan Park	Morgan Bay	71
The Willows Resort	Port Elizabeth	71
Pine Lodge	Port Elizabeth	71
Gamtoos Ferry Caravan Park	Jeffrey's Bay	71
Medolino Caravan Park	Port Alfred	71

KWAZULU-NATAL

RESORT	NEAREST TOWN	PAGE
Richards Bay Caravan Park	Richards Bay	72
Happy Wanderers	Kelson/Pennington	72
Scottburgh Caravan Park	Scottburgh	72
Rocky Bay Resort	Scottburgh	72
Dolphin Holiday Resort	Ballito	73
Karridene	Durban	73
Gooderson Drakensberg	Underberg	73
Dragon Peaks	Winterton	73
Queensburgh Caravan Park	Durban	73
Caravan Cove	Park Rynie	73
Mac Nicols Bazley Beach	Bazley Beach	73
Umtentweni Caravan Resort	Port Shepstone	74
Salt Rock Caravan Park	Salt Rock	74
Anchors Caravan Park	Hibberdene	74
Bahati Caravan Park	Hluhluwe	74
Bushbaby Lodge	Hluhluwe	74
Eagle View Caravan Park	Harburg	74
Fairhills Caravan Park	Ramsgate	74
Glensheiling Caravan Park	Nottingham Road	74
Hooper Place	Hibberdene	74
Ilala Palm Park	Mbazwana	74
Lalanathi Caravan Park	Anerley	74
Marlon Holiday Resort	Sunwich Port	74
Paradise Holiday Resort	Southbroom	74
Hlanathi Berg Resort	Bergville	74
Wavecrest	Amanzimtoti	75

WESTERN CAPE

RESORT	NEAREST TOWN	PAGE
Ou Skip Holiday Resort	Melkbosstrand	75
George Country Resort	George	75
Bonnievale River Lodge	Bonnievale	75
Kleinplaas Caravan Park	Oudtshoorn	75
Plettenberg Bay Resort	Plettenberg Bay	75
Warmwaterberg Spa	Barrydale	75
Fynbos Guest Farm	Tulbach/Wolsely	75
Rondeberg Resort	Clanwilliam	75
Dwarswegstrand	Groot-Brakrivier	75

GAUTENG

RESORT	NEAREST TOWN	PAGE
Bass Lake Country Lodge	Pretoria/Cullinan	76
Kaia Manzi	Bronkhorstspuit	76
NKWE Caravan Park	Pretoria	76
Tamboti Vreugde	Rust de Winter	76
Malonjeni guest Farm	Meyerton	76

FREE STATE

RESORT	NEAREST TOWN	PAGE
Little Rock Resort	Ladybrand	76
Môreson Ranch	Vrede	76
Shumba Valley Farm	Fouriesburg	76

NORTH WEST

RESORT	NEAREST TOWN	PAGE
ATKV Buffelspoort	Buffelspoort	77
Dube Private Game Lodge	Brits	77
Bosveld Oase	Brits	77
Drie Berge Karavaanpark	Brits	77
Klub Luico Woonwapark	Stilfontein	77

LIMPOPO

RESORT	NEAREST TOWN	PAGE
Klein Paradys Guest Farm	Modimolle	78
Waterberg Resort	Bela-Bela	78
Mountain Fly Fishing	Haenertsburg	78
Sunset Mountain	Bela-Bela	78

MOZAMBIQUE

RESORT	NEAREST TOWN	PAGE
Wakene Beach	Ponta Malongane	78

MPUMALANGA

RESORT	NEAREST TOWN	PAGE
Olifants River Lodge	Middelburg	78
De Voetpadkloof Resort	Middelburg	78
Lakeview Lodge	Nelspruit	78

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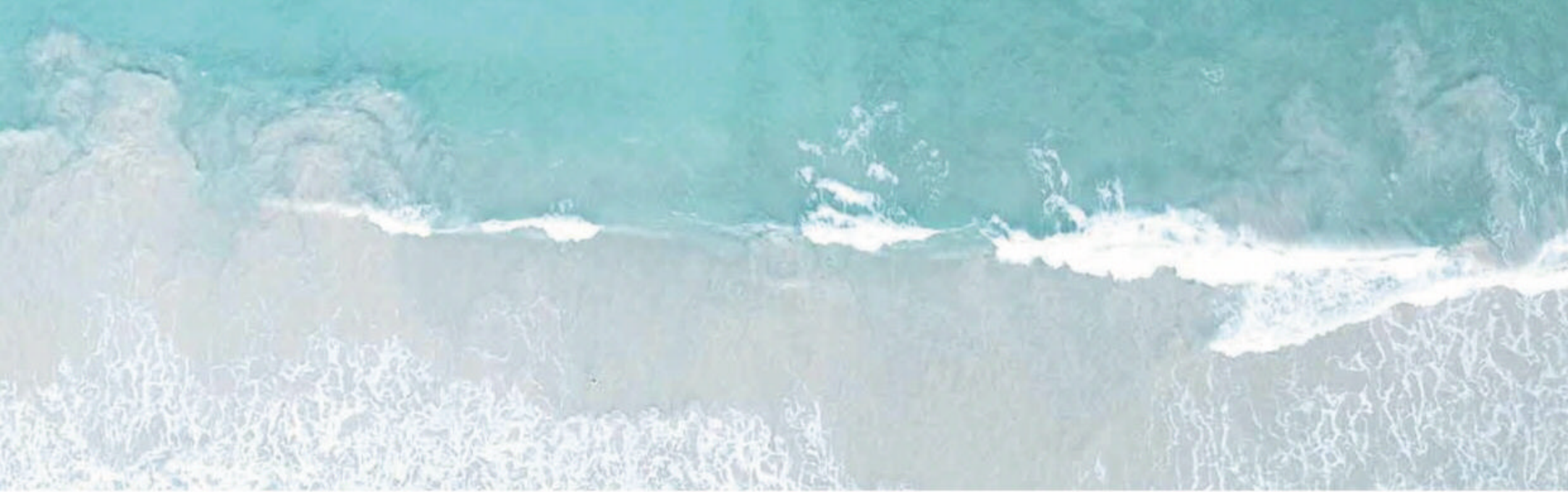


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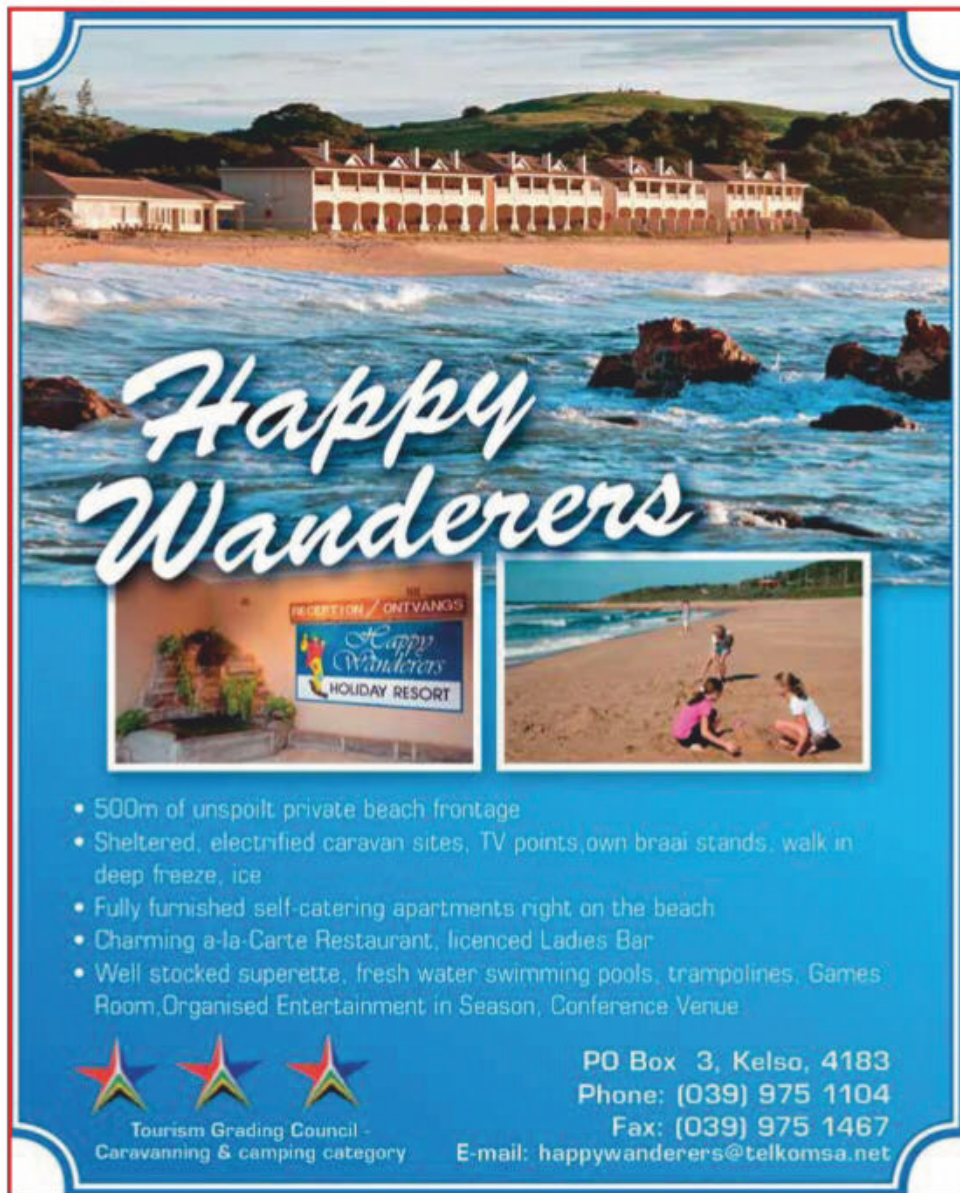
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Richards Bay Caravan Park

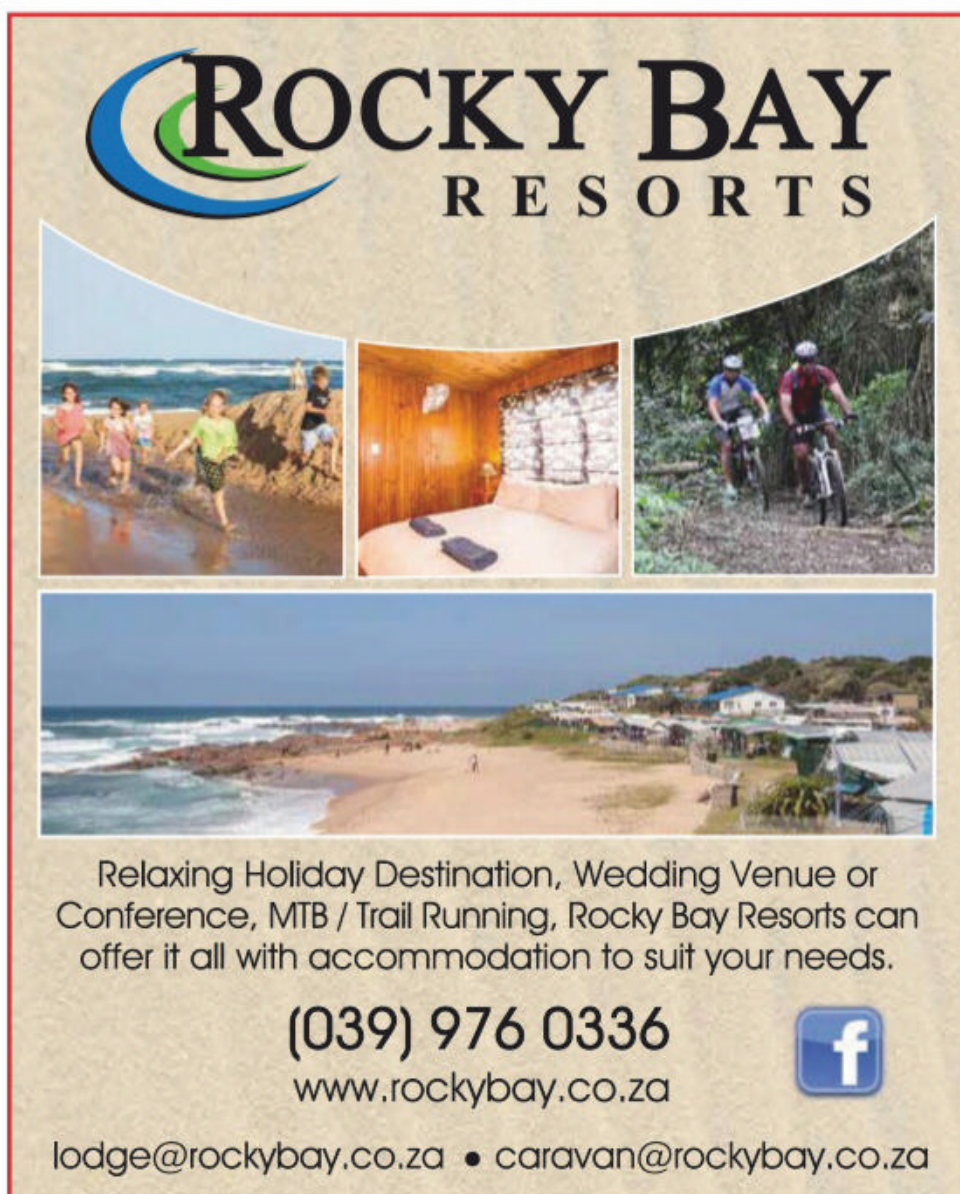
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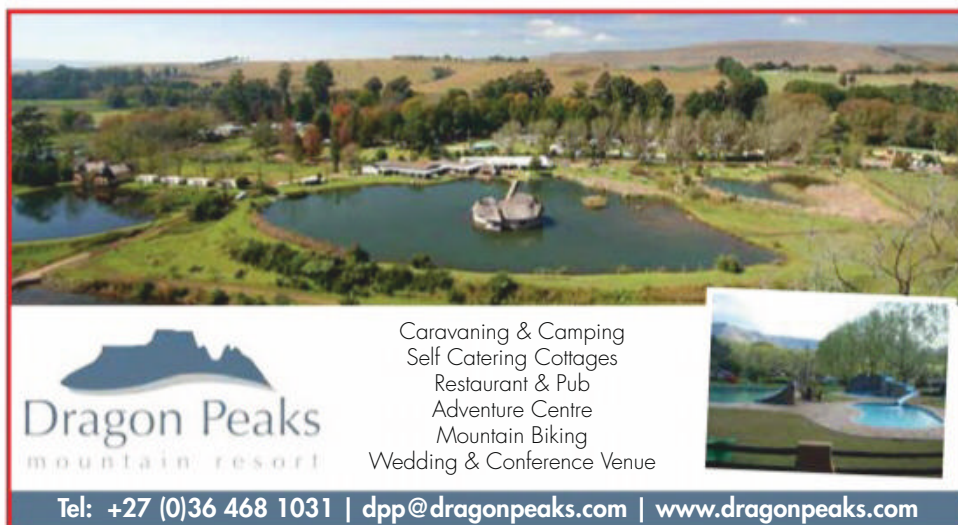
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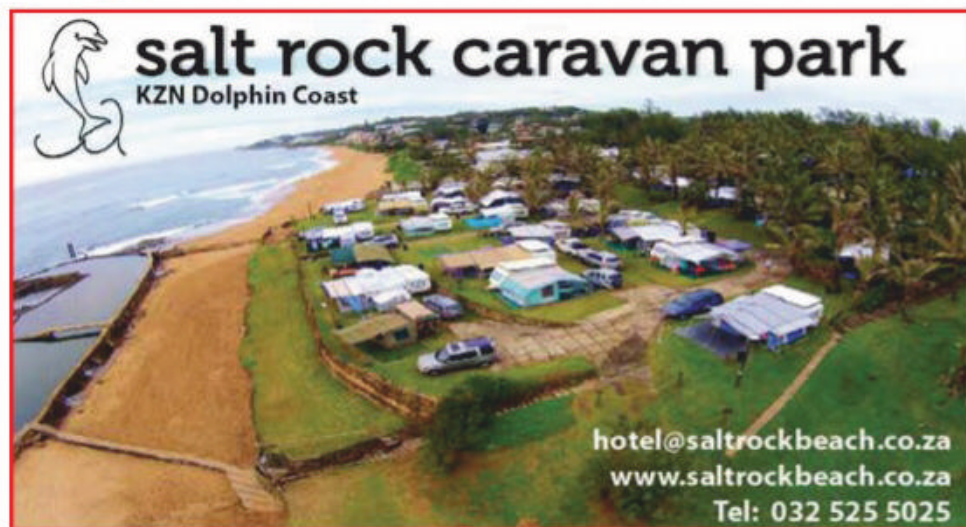


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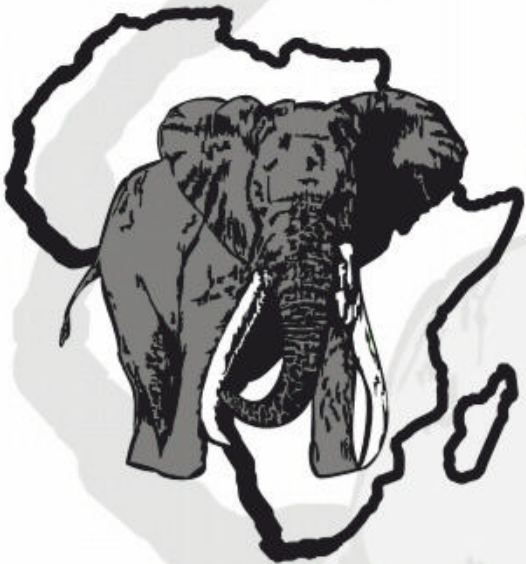


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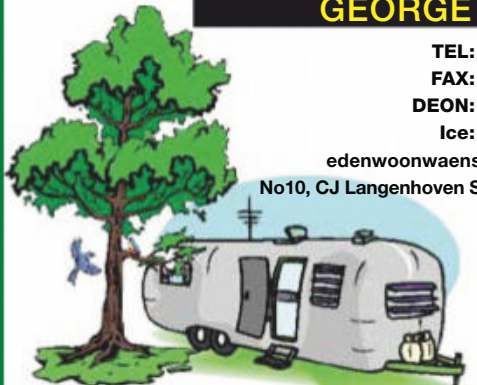
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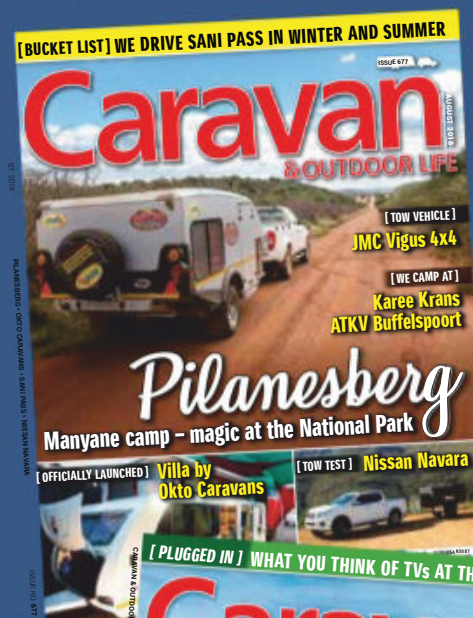
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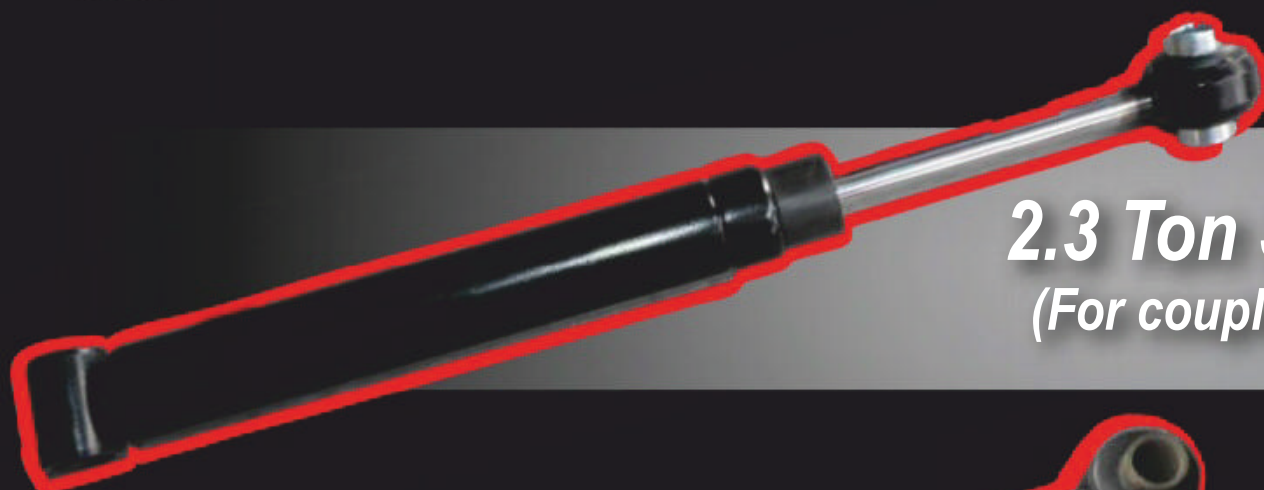


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9	1	8	7	5	2	6	4	3
5	3	4	6	1	9	7	2	8
6	5	2	8	7	3	4	9	1
4	7	1	2	9	5	8	3	6
3	8	9	4	6	1	2	5	7
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6	4	7	9	5	8	1	2	3
3	8	9	1	2	6	5	7	4
1	2	5	7	4	3	8	6	9
5	1	6	3	9	2	7	4	8
8	3	2	5	7	4	6	9	1
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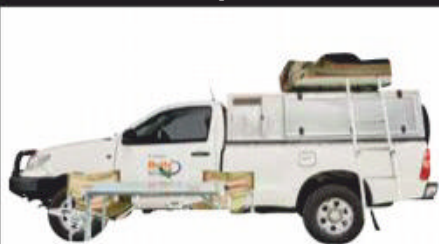
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MOTORHOMES BUILT TO YOUR SPECIFICATIONS

Caravan & Trailer data

Latest specifications and prices (as supplied by manufacturer)

CARAVANS															
Model	Price	Tare (kg)	GVM (kg)	Berths	Suspension	Length (mm)	Width (mm)	Height (mm)	Headroom (mm)	Bed	Bathroom	Tent	Fridge (litres)	Kitchen	Shower
DESTINATION CARAVANS															
Dream	R585 000	2 400	1 910	4	Rubber	9 150	2 450	2 570	1 950	Island	Yes	Tent	299L	Outside	Yes
Dream All Terrain	R605 000	2 400	2 080	4	Independent	9 150	2 450	2 570	1 950	Island	Yes	Tent	299L	Outside	Yes
Journey	R530 000	2 200	1 840	4	Rubber	8 600	2 450	2 570	1 950	Island	Yes	Tent	299L	Outside	Yes
Journey All Terrain	R550 000	2 400	2 060	4	Independent	8 600	2 450	2 570	1 950	Island	Yes	Tent	299L	Outside	Yes
Wonder	R530 000	2 000	1 630	4	Rubber	8 000	2 450	2 570	1 950	Island	Yes	Tent	299L	Outside	Yes
Wonder All Terrain	R550 000	2 400	2 020	4	Independent	8 000	2 450	2 570	1 950	Island	Yes	Tent	299L	Outside	Yes
Magic	R495 000	2 000	1 150	3/4	Rubber	7 700	2 450	2 570	1 950	Island	Yes	Tent	299L	Outside	Yes
Magic All Terrain	R505 000	2 000	1 720	3/4	Independent	7 700	2 450	2 570	1 950	Island	Yes	Tent	299L	Outside	Yes
GYPSEY LITE															
Impi	R140 651 (incl.vat)	590	750	3	Rubber torsion swing arm	4 780	2 090	2 470	n/a	Island/single	No	No	228L	n/a	n/a
JURGENS															
Fleetline 125 GS	R308 740 (incl.vat)	1 360	1 600	4	Rubber torsion swing arm	6 195	2 440	2 400	2 180	Island bed	No	Full tent	173L/220v	Yes	No
Penta135 GS	R349 279 (incl.vat)	1 530	1 800	4	Rubber torsion swing arm	6 195	2 440	2 400	2 215	Island bed	No	Full tent	228L/220v	Yes	No
Penta 138	R359 999 (incl.vat)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Classique 165 GS	R390 617 (incl.vat)	1 530	1 800	2	Rubber torsion swing arm	6 865	2 440	2 640	1952	Island bed	Yes	Full tent	228L/220v	Yes	Yes
Exclusive 155 GS	R411 054 (Incl.vat)	1 770	2 085	4	Rubber torsion swing arm	7 660	2 440	2 640	1 952	Island bed/bunks	Yes	Full tent	228L/220v	Yes	Yes
Exclusive De Lux 175 GS	R337 793 (Incl.vat)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
OKTO															
Okto Cabana	R329 500	1 100	1 500	3	Rubble axle - Alko	5 880	2 362	2 020	1 990	Island	No	Tent	192L	Outside	No
Okto Villa	R349 800	1 200	1 500	4	Rubble axle - Alko	6 850	2 362	2 020	1 990	Island	No	Tent	192L	Outside	No
Okto Gravellor	R389 000	1 235	1 700	3	Rubble axle - Alko	5 880	2 362	2 095	1 990	Island	No	Tent	192L	Outside	Yes
SWIFT															
Swift Atlantic	R539 000	1 240	1 500	4	Rubble axle - Alko	7 540	2 250	2 590	1 950	Island	Yes	Opt	110L	Inside	Yes
Swift Atlantic DeLuxe	R599 000	1 240	1 500	4	Rubble axle - Alko	7 540	2 250	2 590	1 950	Island	Yes	Opt	110L	Inside	Yes
Swift Coastline DeLuxe	R659 000	1 420	1 800	4	Rubble axle - Alko	7 980	2 250	2 610	1 950	Island	Yes	Opt	133L	Inside	Yes
SHERPA															
Tiny	R176 000	560	1 000	2	Rubberide	4 300	1 800		1 850	Yes	No	I-shape	220v	No	No
Tiny Lite	R124 000	560	750	2	Rubberide	4 300	1 800		1 850	Yes	No	I-shape	220v	No	No
Rough Roader	R196 000	580	1 000	2	Rubberide	4 300	1 975		1 850	Yes	No	I-shape	Opt	No	No
Rambler	R230 000	920	1 400	3	Rubberide	5 400	2 150		2 000	Yes	Opt	I-shape	220v	Ext	Opt
Rambler B	R265 000	920	1 400	2	Rubberide	5 400	2 150		2 000	Yes	Opt	I-shape	220v	Ext	Opt
SPRITE															
Sprint	R224 272 (incl.vat)	910	1110	3	Rubber torsion swing arm	5 204	2 160	2 300		Island/dinette	No	Leisure Awn	173L/220v	Yes	No
Swing	R254 861 (incl.vat)	1 016	1240	4	Rubber torsion swing arm	5 785	2 160	2 300		Island/dinette	No	Leisure Awn	173L/220v	Yes	No
Splash	R274 339 (incl.vat)	1 094	1 330	4	Rubber torsion swing arm	6 440	2 160	2 300		Island/dinette	No	Leisure Awn	173L/220v	Yes	No
Tourer SP	R295 188 (incl.vat)	1 081	1 370	2	Rubber torsion swing arm	5 218	2 185	2 350		single side/dinette	Yes	Leisure Awn	136L/12v	Yes	No
Tourer SW	R300 127 (incl.vat)	1 138	1 450	4	Rubber torsion swing arm	5 785	2 185	2 350		Corner double	No	Leisure Awn	173L/220v	Yes	No
STEALTH CARAVANS															
Evolution XR 533	R299 500	1 100	1 500	3	Rubber	5 276	2 400	2 100	1 950	D	Opt	Patio	158L	Ext	Opt
Evolution XR 594	R314 500	1 200	1 500	4	Rubber	5 900	2 400	2 100	1 950	D	Opt	Patio	158L	Ext	Opt

TRAILERS/CAMPERS															
Model	Price	Tare (kg)	GVM (kg)	Berths	Suspension	Length (mm)	Width (mm)	Height (mm)	Headroom (mm)	Bed	Bathroom	Tent	Fridge (litres)	Kitchen	Shower
SHERPA TRAILER															
Fibretrail	R25 000	750	220		Rubber Torsion	3 600	1 450								
SKIPPER															
Model T	R85 900	320	220	2	Leaf Spring	3 180	1 800	1 510	1 800	Dx1	No	Yes	120	Opt	No
Model T LT	R89 200	360	600	2	Leaf Spring	3 180	1 800	1 510	1 800	Dx1	No	Yes	120	Opt	No
Oyster Family version extra R4170	R101 200	420	590	2	Leaf Spring	4 140	1 800	1 560	2 100	Dx1/Sx2	No	Yes	120	Opt	No
Oyster LT	R105 600	436	750	2	Leaf Spring	4 140	1 800	1 600	2 100	Dx1/Sx2	No	Yes	120	Opt	No
Oyster X	R117 900	450	750	2	Leaf Spring	4 140	1 800	1 560	2 100	Dx1/Sx2	No	Yes	120	Opt	No
Oyster LT X	R122 000	450	750	2	Leaf Spring	4 140	1 800	1 600	2 100	Dx1/Sx2	No	Yes	120	Opt	No

OFF-ROAD CARAVANS															
Model	Price	GVM (kg)	Licence Mass (kg)	Payload (kg)	Suspension	Berths	Bed	Bathroom	Spare wheel	Headroom	Overall length	Overall width	Tent	Kitchen	Fridge
BUSH LAPA															
Geitjie	R123 000		410		l/s 1 200	2	Dx1	No	Std		3 895	1 930	-	Std	-
Roomier	R217 350	1 500	620	880	l/s 1 600	2	Dx1	Opt	Std		3 360	1 850	Bush-wing	Std	Opt
Vlooi	R295 550	1 500	750	750	l/s 1 800	2	Dx1	Opt	Std		4 050	1 850	Bush-wing	Std	Opt
Boskriek	R304 750	1 500	780	720	l/s 1 800	3	Dx1+Sx1	Opt	Std		4 050	1 850	Bush-wing	Std	Opt
Kewer	R304 750	1 500	780	720	l/s 1 800	3	Dx1+Sx1	Opt	Std		4 050	1 850	Bush-wing	Std	Opt
Miskruier	R318 550	1 500	800	700	l/s 1 800	4	Dx2	Opt	Std		4 050	1 850	Bush-wing	Std	Opt
Ratel 3	R387 550	1 800	1 150	650	l/s 1 800	3	Dx1+Sx1	Yes	Std	2 000	5 100	1 970	Bush-wing	Std	Opt
Ratel 4	R395 600	1 800	1 150	650	l/s 1 800	4	Dx2	Yes	Std	2 000	5 100	1 970	Bush-wing	Std	Opt
Ratel 6	R395 600	1 800	1 150	650	l/s 1 800	6	Dx3	Yes	Std	2 000	5 100	1 970	Bush-wing	Std	Opt
Baobab 3	R362 250	1 800	1 090	710	l/s 1 800	3	Dx1+Sx1	Yes	Std	2 000	4 570	1 970	Bush-wing	Std	Opt
Baobab 4	R372 600	1 800	1 090	710	l/s 1 800	4	Dx2	Yes	Std	2 000	4 570	1 970	Bush-wing	Std	Opt
STEALTH															
XHR hybrid 533	R315 000	1 600	1 180	420	Rubber	3	D	Opt		1 950	5 276	2 400	Patio	Ext	158L
XHR hybrid 594	R330 000	1 600	1 280	320	Rubber	4	D	Opt		1 950	5 900	2 400	Patio	Ext	158L
XGR594	R399 500	1 800	1 380	420	Rubber	4	Q	Opt		1 950	6 140	2 400	Awning	Ext	158L
GECKO															
Gecko	POA	1 900	1 320	580	2 500	2	Kx1	Std	Std	1 910	4 950	1 940	Side Awning	Std	Opt
MOBI LODGE (2020 SPEC)															
Mobi X (Kitted)	R237 000	750	1 500	750	l/s 2 500	2	Inside	Tent	Std	1 100	3 800	1 650	2x Awning	Kitted	65 single
Custom (Kitted)	R478 000	1 750	1 370	380	l/s 2 800	2	D Island	Std	Std	1 950	5 600	2 100	Awning	Kitted	60 single
Expedition (Kitted)	R566 760	1 750	1 430	320	l/s 2 800	2	D Island	Std	Std	1 950	5 600	2 100	Awning	Kitted	85 dual
Deluxe (Kitted)	R542 045	1 750	1 420	330	l/s 2 800	2	D Island	Std	Std	1 950	5 600	2 100	Crank Awn	Kitted	85 dual
Ultimate (Kitted)	R588 045	1 950	1 470	480	l/s 2 800	2	D Island	Std	Std	1 950	5 600	2 100	Crank Awn	Kitted	85 dual
Liberty (Wheelchair)	R677 145	1 950	1 500	450	l/s 2 800	2	D Island	Std	Std	1 950	5 600	2 100	Crank Awn	Kitted	85 dual
XTREME OUTDOOR															
XTR 202	R189 895	1 600			l/s 1 800	2	D X 1	No		2 030	4 400	1 800	No	Std	Opt
XTR 302	R278 000	1 800			l/s 1 800	2	D X 1	No		2 100	5 320	1 800	Full Awning Std	Std	Opt
XTR 402	R291 500	1 800			l/s 1 800	2	D X 1	No		2 100	5 120	1 800	Full Awning Std	Std	Opt
XTR 504	R307 500	1 800			l/s 1 800	4	D X 2	No						Std	Opt
BORDERX															
Extreme	R249 000	1300 -1600		350-650		2 (+1)	Q x 1, 1x kids	Opt		1 950	4 800	1 950	Opt Awning	Outside	Opt 80L
Expedition	R459 000	1900 -2100		360-560		2 till 5	Layout Dependant	Yes		2 200	6 600	2 200	Opt Awning	Outside	Opt 80L
ADVENTURE X															
Crown Trax	R199 900	1 500		620		2	Slide Out	No		2100	5 000	1 900	Yes	Outside Std	82L
Crown Trax - Delux	R242 550	1 500		620		2	Slide Out	Yes		2100	5 000	1 900	Yes	Outside Std	82L
Crown Venture	R284 750	1 600		520		4	D Slide Out	No		2100	5 100	1 900	Yes	Outside Std	82L
Crown Venture - Delux	R316 400	1 600		520		4	D Slide Out	Yes		2100	5 100	1 900	Yes	Outside Std	82L
Crown - Dinette	R329 000	1 600		520		4	Slide Out	Yes		2100	5 100	1 900	Yes	Outside Std	82L

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Motorhome data

Latest specifications and prices (as supplied by manufacturer)

MOTORHOMES											
Model	Price	Chassis	Engine	Tare (kg)	GVM (kg)	Berths	Length (mm)	Width (mm)	Height (mm)	Bed	Fridge (litres)
ABBA SAFARI CAMPERS											
	LWB Cruiser POA Land Cruiser/Nissan Patrol			720		2	3950	2200	2500	Qx1	110L
	SWB Cruiser POA Land Cruiser/Nissan Patrol			650		2	3420	2200	2500	Qx1	110L
Compact Cruiser	POA	Cruiser DC		500		2+2	3220	2000	2500	Qx1	90L
	Narrow LWB POA Single cab LDV			690		2	3950	2000	2400	Dx1	110L
	Narrow SWB POA Supercab LDV			620		2	3420	2000	2400	Dx1	110L
Narrow Compact	POA	Double cab		460		2+2	3220	2000	2400	Dx1	90L
Land Rover	POA	110, 130				2+2	3920	2200	2500	Qx1	110L
Reimo Mini	POA	VW, Ford, Renault				2				opt	opt
Reimo Medium	POA	VW, Merc, Ford, Toyota				2+3				opt	opt
Reimo Maxi	POA	VW, Merc				2+3				opt	opt
AC MOTORHOMES											
Tuscany	POA	VW T5	4-cyl 2.0TDi 103kW			3+1	5980	2760	2000	asstd	opt
	Capri Custom-built, POA MB Sprinter 315 CDi		4-cyl 2.2CDi 110kW			4	7000	3000	2210	asstd	opt
	Capri Elegance Custom-built, POA MB Sprinter 518 CDi		6-cyl 3.0CDi 135kW			4	7000	4050	2210	asstd	opt
Addax DC	POA	Isuzu NPS 300 (double-cab)	4-cyl 5.2TDi 110kW			3+1	6300	4720	2130	asstd	opt
Addax	POA	Isuzu NPS 300 (single-cab)	4-cyl 5.2TDi 110kW			3+1	6300	4670	2130	asstd	opt
Land Cruiser	POA	Toyota Land Cruiser 79	6-cyl 4.2 D 96kW			2+1	5990	2720	2100	asstd	opt
Land Rover	POA	Land Rover Defender 130	4-cyl 2.2TDi 90kW			2	5130	2600	2030	asstd	opt
	Custom-built, POA VW Crafter (High Roof)		4-cyl 2.0TDi 120kW			2+1	6940	3990	1990	asstd	opt
	Custom-built, POA Fiat Ducato Maxi (High Roof)		4-cyl 2.3TDi 88kW			2	5998	2620	2050	asstd	opt
	Custom-built, POA MB Panel van (High Roof)		6-cyl 3.0CDi 135kW			2	5990	2700	1700	asstd	opt
BUSH LAPA											
Bosluis 2	R269 100	Single Cab	Your choice of vehicle	560		2				Dx1	opt
Bosluis 4	R269 100	Double Cab	Your choice of vehicle	520		4				Dx2	opt
JURGENS											
Campervan	R799 900	VW Transporter	2.0 BiTDi 7-DSG 132kW			2				Dx1	yes
TRAVELSTAR MOTORHOMES											
Navi	POA	Nissan/Toyota Chassis Cab	-								
Vega	POA	Iveco 4x4	4-cyl, 3.0 107kW			2	6570	2230	4180		
Capella	POA	Iveco 4x4	4-cyl, 3.0 107kW			2	7660	2230	4490		
	Retreat POA, Iveco 4x2 4-cyl, 2.2 CDi 100kW					4	7070	3140	2240		
	Odyssey POA, Iveco 4x2 4-cyl, 2.2 CDi 100kW					6	7070	2990	2240		

MOTORHOMES											
Model	Price	Chassis	Engine	Tare (kg)	GVM (kg)	Berths	Length (mm)	Width (mm)	Height (mm)	Bed	Fridge (litres)
MOTORHOME-WORLD											
	Discoverer 2 ID R 1 254 650 IVECO 35S13		93kW/320Nm 8-speed AutoAuto	2850	3600	2	6700	2200	2850	Dx1	12V/80
	R 1 231 650 IVECO 35S15		107kW/350Nm 6-speed Manual	2850	3600	2	6700	2200	2850	Dx1	12V/80
	R 1 277 650 IVECO 35S17		125kW/400Nm 8-speed Auto	2850	3600	2	6700	2200	2850	Dx1	12V/80
	R 1 300 650 Mercedes Sprinter 315		110kW/330Nm Manual only	2850	3600	2	6700	2200	2850	Dx1	12V/80
	Discoverer 4 R 1 196 000 IVECO 35S13		93kW/320Nm 8-speed Auto	2850	3600	4	6700	2200	2990	Dx2	12V/80
	R 1 173 000 IVECO 35S15		107kW/350Nm 6-speed Manual	2850	3600	4	6700	2200	2990	Dx2	12V/80
	R 1 219 000 IVECO 35S17		125kW/400Nm 8-speed Auto	2850	3600	4	6700	2200	2990	Dx2	12V/80
	R 1 242 000 Mercedes Sprinter 315		110kW/330Nm Manual only	2850	3600	4	6700	2200	2990	Dx2	12V/80
Discoverer 4 ID	R 1 300 650	IVECO 35S13	93kW/320Nm 8-speed Auto	3700	5000	4	7800	2220	2990	Dx1	12V/135+60
	R 1 277 650	IVECO 35S15	107kW/350Nm 6-speed Manual	3700	5000	4	7800	2200	2990	Dx1	12V/135+60
	R 1 323 650	IVECO 35S17	125kW/400Nm 8-speed Auto	2850	3600	4	6700	2200	2990	Dx2	12V/80
	Discoverer 6 R 1 251 200 IVECO 35S13		93kW/320Nm 8-speed Auto	2850	3600	6	6700	2200	2990	Dx3	12V/80
	R 1 228 200 IVECO 35S15		107kW/350Nm 6-speed Manual	2850	3600	6	6700	2200	2990	Dx3	12V/80
	R 1 274 200 IVECO 35S17		125kW/400Nm 8-speed Auto	2850	3600	6	6700	2200	2990	Dx3	12V/80
	Discoverer Deluxe R 1 523 750 IVECO 50C17		125kW/400Nm 8-speed Auto	3700	5000	2	7800	2200	2990	Dx1	12V/135+60
	POA Mercedes Sprinter 519		140kW/440Nm 7-speed Auto	3700	5000	2	7800	2200	2990	Dx1	12V/135+60
	POA Mercedes Sprinter 519 AWD		140kW/440Nm 5-speed Auto	3700	5000	2	7800	2200	2990	Dx1	12V/135+60
	POA Mercedes Sprinter 519		140kW/440Nm Manual only	3700	5000	2	7800	2200	2990	Dx1	12V/135+60
	Discoverer Xtreme POA IVECO 55S15W 4x4		107kW/350Nm Manual only, E3	>3700	5500	2/4	asstd	2100	asstd	asstd	12V/100+80
MAXMO CAMPERVANS											
	Campy mini campers R580 000 VW Caddy Maxi FWD		84kW 270Nm 6-man	1458	2265	2	4878	1802	1831	D+S	18L
	Nevada cross-over R970 000 VW T6.1 LWB 4Motion		1146Kw 440Nm 7-DSG	2800	3200	4	5304	2297	1990	2S + D	35L
	Nevada X touring camper R1 350 000 VW T6.1 LWB 4Motion		146Kw 440Nm 7-DSG	2800	3200	4	4904	1959	2090	2S + D	35L
	Arizona cross-over R970 00 VW T6.1 LWB 4Motion		146Kw 440Nm 7-DSG	2800	3200	2	5304	1959	1990	Q	70L + 50L
	Arizona X touring camper R1 386 000 VW T6.1 LWB 4Motion		146Kw 440Nm 7-DSG	2800	3200	2	5304	1959	2090	Q	70L + 50L
	Cheetah motorhome R1 380 000 Merc Sprinter V6 4x4		140Kw 440Nm 7-Auto	3100	3500	2	5996	1993	2815	D+Q	70L + 50L
	Cheetah FH motorhome R1 880 000 Merc Sprinter V6 4x4		140Kw 440Nm 7-Auto	3100	3500	2	5996	1993	2994	D+Q	70L + 50L

Private classifieds

FREE - Advertise your caravan, motorhome or camping equipment for sale here

Private Classifieds is a free service to our readers who want to sell their caravan, motorhome, trailer, or camping equipment. To advertise here, send an email containing details of your product to classifieds@caravansa.co.za. Please include a description of the item, as well as your name, contact details, and the province in which you reside. If you wish to include an image with your ad, this can be done for a small fee. Contact us for more information.

Caravans & Trailers

Gypsey Regal 2007

Professionally Remodelled R130 000

Regal with 2 very comfortable single beds. Includes air conditioner, caravan mover, large fridge, toilet compartment with basin, large full tent used once, almost new Rally awning with sides and curtains, front splash cover, two groundsheet – one never used, tabletop electric washing machine, and other extras thrown in. Can be viewed.

Jan van der Merwe 083 272 1467

Marloth Park, Mpumalanga

Gypsey Regal 2009

R150 000

In excellent condition with many accessories: Yellow blade, porta-potti, movers, etc., full tent (never used), Rally awning with 4 sides (make a tent).

Johan 082 586 0848

Bergbron Roodepoort, Gauteng

Kitchen Equipment

Gypsy 4 with full tent: R3 500 onco,
Gypsey 4 kitchen top with basin: R700,
Gypsey 4 kitchen top with stove and basin: R800, pole cupboard (1 920 x 340mm x 160mm): R700, Fiamma Pack Waste (folding dustbin) new: R500,
Gypsy 4 basin from bathroom: 500.
Porta-potti 165: R700.

Bertus 082 882 5639

Gauteng

2016 Jurgens Xcape

R220 000

In excellent condition. Sidewalls hardly used. New SnoMaster 80l/40l fridge/freezer. Nose cone for 40l water tank and all side panels. 2 x jerrycans. 2x gas bottles. Extra LED lights. Finance available.

Hein Wiese 082 783 0735

or Heinwiese4@gmail.com

Vanderbijlpark, Gauteng

Gypsey Romany 2008

R98 000

One owner. Excellent condition having been stored in KZN Midlands undercover when not in use. Full tent, barely used. Rally awning with sides. Groundsheet. Microwave, gas hob, cutlery, crockery. Extra lights internal and external. Caravan fitted with Ewiks Caravan Mover for easy handling, together with battery and built-in charger.

Mike 083 6320 773 or 033 239 0889

Howick, KwaZulu-Natal

Gypsey Romany 2012

R140 000

Excellent condition with full tent and rally tent. Extra: 3 complete sides to convert Rally into smaller tent; Ewiks caravan mover, comfortable island bed, double door fridge, microwave oven, gas bottle, 2-litre water tank with pump to supply water to basin inside. Nose blanket and cover for caravan.

Pierre 083 675 7909

Paarl, WC

Jurgens Fleetline 1999

R100 000

Full tent plus Rally and all poles. New tyres and spare wheel, big fridge, gas cylinder, Ewiks mover, air conditioner, microwave, porta-potti, 2 camp tables and 2 camp chairs. Complete cutlery and crockery: plates, knives, spoons, forks, cups, mugs, pots, pans, etc. Shelves for outside plus 2 groundsheet, trapezium tow bar with drop plate, TV and satellite dish, as well as signal finder and tripod. Brand new mattress (only used for 6 weeks), new battery. Two-burner oven.

Karel van Greuning 083 961 2494 of 072 490 9474

Outeniqua Strand, Wes Kaap

Ezzi-awn X Klusive T-Top tent

R15 000

In excellent condition. Includes the Add-a-Room and its sides.

Mark 083 375 6514

Sprite Tourer SW 2015

R239 000

In excellent condition and stored undercover. Many extras include air con, caravan movers, travel blanket, awning with 2 side pieces, USB charging ports, solar panels, Porta-Potti, and groundsheet. Ready to roll!

Noel 083 675 3179, Gauteng

Sprite Splash 2015

This caravan is in excellent condition, hardly used. It has the following: Powertouch mover, tent and awning, large fridge/freezer, microwave, electric oven with 2 rings, gas rings and bottle plus fitted sink which is on the outside. Extras include 2 tables, flat-pack work station, TV with DSTV decoder, chairs and all kitchen equipment including kettle/wok/grillers, full set of saucepans and kitchen utensils, and much more. In fact, it is all ready to just hitch up to your car and drive away on holiday. Urgent sale would be great.

Fred Lammas 082 295 2563

Sherpa Tiny 2010

In immaculate condition (very seldom used), and parked undercover. L-shaped Rally canopy, extra length. Extras include Bushtec kitchen tent, Natural Instincts mini kitchen, Natural Instincts deluxe camp cabinet, 2 groundsheet, Indel B fridge/freezer, Waeco CoolFreeze, skottel, 5kg gas cylinder. Photos on request.

Mick 083 412 8122

or Gail 083 478 1882

St Francis Bay, Eastern Cape

Sprite Storm

Full tent and zip on Rally. All curtains, skirt, and wheel cover. NO POLES. Good condition, just faded. Make an offer to go cheap/quickly.

Johann 082 923 5111 Parys, FS

Next month's issue



Route 62

'I need to feed the rat?' A term used by mountaineers, usually said by their wives and partners, when they start getting cantankerous and edgy after too much mooching around enclosed by four walls. They need to get out into the wild and 'feed the rat'. I certainly get cabin fever.

My partner now says, "...for goodness sake, get out and feed the bloody rat!" Well, I have just relieved this painful internal gnawing by going out for an incredible trip along Route 62. I was supposed to eventually circle back to Cape Town after camping and off-roading in the Baviaanskloof.

I ended up meeting so many wonderful characters and campers

along the way. They told me about such fascinating campsites in their neck of the woods that I never reached the Baviaans. But I have some exciting stories to share with all you good camping folk out there.

I started the trip at Khomeesdrif caravan resort on the N1 near Riviersonderend, before heading up to camp at Doringlaagte just outside of Montagu. From Montagu, we drove via a mountainous back road to two little-known, but fabulous, campsites in Montagu. And then it was on to camp in the shadow of the towering Towerberg Peak near Ladismith. One of the treasures of camping is the wonderfully hospital characters one

meets on one's travels. People like Bennie and Selma Nel of Matjiesvlei, a fifth-generation family living in what is my favourite hidden valley in this country. And there we were, travelling around the farm in Bennie's old Isuzu in order to feed the ostriches and enjoying Klein Karoo chops braaied on the fire. And Bennie's advice, "Go and camp at Min Water in the Rooiberg." I am so glad I did.

I discovered so many charming camping spots in this area, some previously unheard of, don't miss out! So I never reached the Baviaanskloof. But I promise you, the places I uncovered on this trip will keep you enthralled for months.

We review what we saw at The Caravan Show, southern Africa's biggest caravan, motorhome, and off-road trailer show. New products, new models, and new manufacturers... are the order of the day.