

#63

CAMP CUISINE THE BREAD AND BUTTER OF A BRAAI

OCTOBER-NOVEMBER 2024 | ISSUE 63

go! Drive & Camp

Namibia

Dusty trails to the Waterberg

TOW TEST

Mahindra Scorpio-N
takes the sting out of towing

WIN!
A family holiday
at NC Famous
Lodges

Camp in Kosi Bay
Everyone is welcome here!

WEEKEND BREAK In the Bushveld between a rock and a green place | **DRIVING IMPRESSION**
GWM Tank 300 has an appetite for 4x4 | **CARAVAN TEST** TrailPod Max perfect for honeymooners

Special focus on motorhomes
Technical guide to 34 models



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"SUID-AFRIKA, JULLE WEET NIE WAT ONS MOBI LODGE EIENAARS WEET NIE..."

Real feedback, backed by real experiences.

In the world of offroad caravanning, the true measure of quality and performance is found in the voices of those who have lived the adventure. Our Mobi Lodge luxury offroad caravans have journeyed through some of the most challenging terrains, proving their true worth time and again. In this article, we bring you firsthand testimonials from our valued clients who have put their Mobi Lodge luxury caravans to the ultimate test. Their experiences highlight not only the exceptional durability and reliability of our products, but also the unmatched luxury and innovation that make every journey unforgettable. Discover why Mobi Lodge is the top choice for adventurers seeking the ultimate rugged escape and why Mobi Lodge owners rate their investment "beyond comparison".

Asking the question: "Why do you, loyal Mobi owner, think that the Mobi Lodge is beyond comparison?" has taken us on this journey...

"There are many reasons, but one stands out: it gives me the freedom to go anywhere I want to go in comfort. My best purchase ever!"
– Henk Arangies

"A Mobi is very nice for touring and standing for long periods of time. I did the flower tour last year as well as Namibia, +/- 7000km of which 2000km was dirt roads and through soft sand. I Enjoy the caravan a lot!" – Jc Potgieter

"Because it truly is a lodge on wheels, everything is just comfortable: the bed, the bathroom, the fridge, the cupboards. You can walk comfortably inside. You can stop, unhook, slide out the bed, and watch everyone around you hammer in tent pegs while you enjoy a drink. And the Mobi Lodge can even handle rough terrain." – Mariki Cussons

"Very easy to set up. Spacious inside with an island bed and lots of cupboards. Big bathroom and spacious shower. Very stable behind our Ranger and VW Trendline Plus 4 Motion. Good and friendly service from the Mobi Management and Team." – Schalk Jacobsz

"Everything is perfectly in place and luxurious, the Mobi Continental tows like a dream." – Madelene Faasen Kotze

“

It's truly an amazing caravan. The best and most comfortable caravan we've had.

Margie Clark

”

"Awesome Caravan!!! The best I've ever had!" – Hannes Burg

”

"I miss my Mobi. Had wonderful trips in it!" – Norma Anne Barclay

”

"WOW! Definitely a lodge and not just an ordinary caravan!" – Marcel de Villiers

”

"The convenience and the short time needed for setup & pack-up." – Claudia Botha



★★★★★

Beyond Comparison!



Scan to watch video

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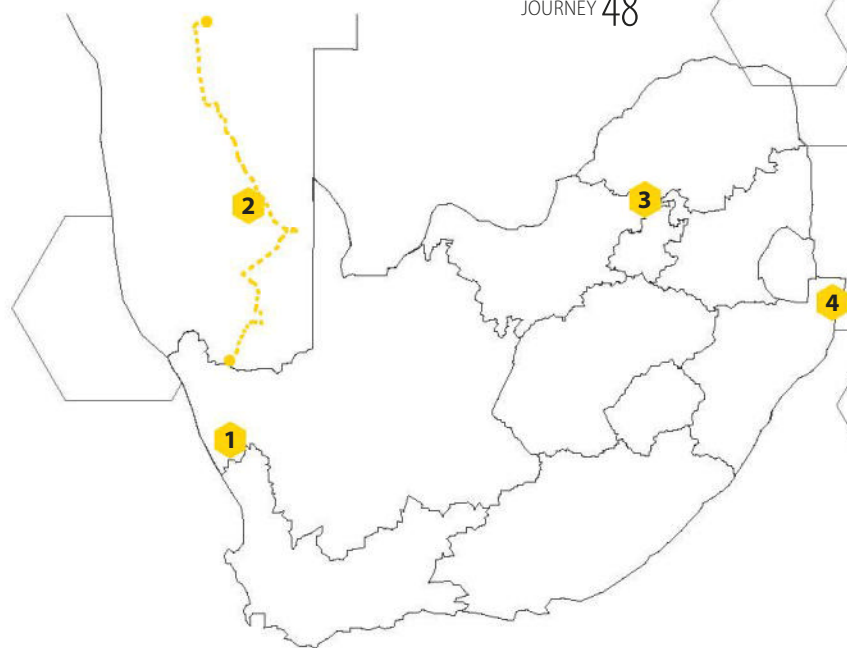
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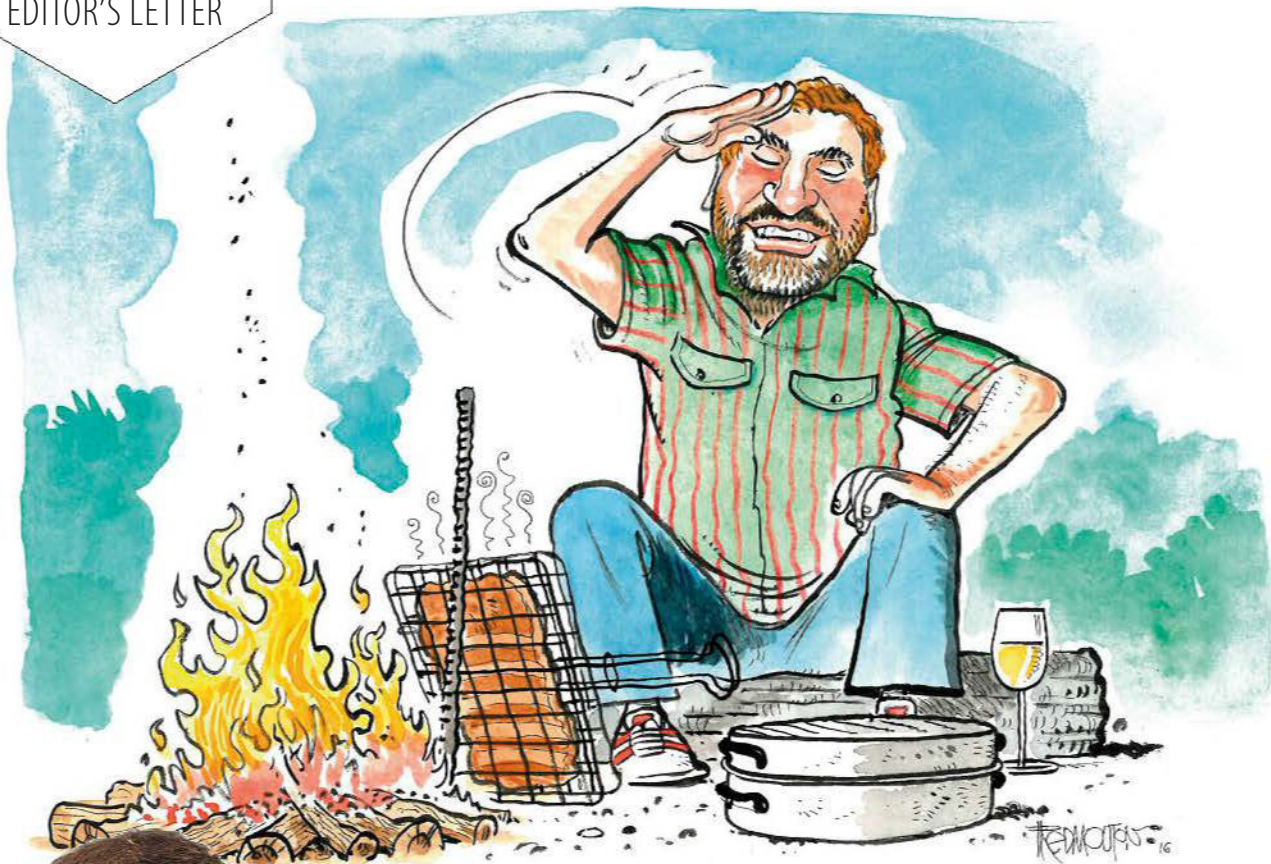
MOTORHOME FOCUS 94



#63 COVER PHOTO – CYRIL KLOPPER

“On the first day of our trip, about halfway between Noordoewer and the Kalahari Game Lodge, we pulled over at a random quiver tree forest to have a roadside picnic. There are photo opportunities such as this everywhere you go in Namibia...”

Camera settings Canon EOS R10; f8; 2500 sec;
 50 mm; ISO 400



Dirk, we say thank you

It was a sad day when we learned a while ago that Dirk Kok had passed away after a brief battle with cancer. Dirk was the founding editor of *Drive & Camp* in 2017, when the decision was made to merge our predecessor titles, *Drive Out* and *WegSleep*, into one publication.

He left a significant mark on local journalism and had been involved as a contributor since 2006, when *WegSleep* first appeared as a supplement to our sister magazine, *go!*

Dirk once said there was no better remedy for the soul and the body than a campfire, camp food and sleeping under the stars, so it was inevitable that a few years later, he would become more involved on a full-time basis.

After years of writing various freelance articles for *WegSleep*, he was appointed as the feature editor in 2015, and it was truly a joy to have him in the

office. When the big decision was made to merge *Drive Out* and *WegSleep*, he took the reins.

It might not feel like it now, but the merge was a course of action we were all uncertain and slightly worried about, but Dirk's calm leadership was invaluable to each of us. He was someone who believed steadfastly in each of our abilities and supported us wholeheartedly.

Dirk was sincere, honest, engaging and fair. No one person was more important to him than another, and he gave you the freedom to do your thing and show what you were capable of. If there was a need to apply the brakes or guide someone back on track, he would do so with a gentle hand, without diminishing anyone.

He was a warm guy, someone who was always the same, and someone you were glad to see every day. And he had you



believing he was always happy to see you too. I always found it amusing how some people, who weren't used to that kind of personality at work, clearly didn't know how to handle his daily friendly greetings and chats.

As an editor, he didn't make us feel like his team, but rather like family. At the start of his final year in the editor's chair, he took all of us on a camping weekend to plan the rest of the year. However, he insisted we bring our families along.

None of us remember that weekend for the planning we did, but rather for how much fun we had together with our families.

Dirk was one of a kind, and we feel grateful and privileged that we could work with him, even for a short while.

Our heartfelt condolences to his wife, Mientjie; his five sons, Adam, Ben, Zirk, Jos and Daniel; his parents, Joe and Eileen; and his sister, Estelle. We hope the wonderful memories you undoubtedly have of him will help ease the pain of his passing.

Dirk had a way of always ending his phone calls with the words, "I say thank you." It's time for us to hang up too, even though we don't want to. There's still so much to say, stories to hear, advice to ask for and jokes to share.

You left too soon, Dirk, and we're incredibly sad. You were one of the good guys, and we're going to miss you. Thank you for your compassion, your leadership, your support, your sense of humour, your belief in fairness, your generosity, your friendship and your time with us. We wouldn't trade any of it for anything.

Dirk, we say thank you. Rest in peace.

Schalk

EDITOR

schalk.jonker@media24.com

SAVANNAH BOW

(260 gsm CANVAS, 320 gsm PVC Floor, 1 Window)



2.1m x 2.1m x 1.5m
R3 790⁰⁰
2.5m x 2.5m x 1.9m
R4 900⁰⁰
3.0m x 3.0m x 2.2m
R5 790⁰⁰

SAFARI BOW

(320 gsm CANVAS, 440 gsm PVC Floor, 2 Windows)



2.1m x 2.1m x 1.8m
R4 510⁰⁰

JUNIOR WANDERER BOW

(260 gsm CANVAS, 440 gsm PVC Floor, 2 Windows)



2.5m x 2.5m x 1.9m
R5 200⁰⁰

SENIOR WANDERER BOW

(260 gsm CANVAS, 440 gsm PVC Floor, 2 Windows)



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R6 000⁰⁰

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- INSIDE & OUTSIDE WINDOW CLOSURES
- HEAT VENT IN ROOF WITH INSIDE CLOSURE

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3.0m x 3.0m x 2.2m

R8 150⁰⁰



JUNIOR SAHARA



4.5m x 2.9m x 2.65m
R12 510⁰⁰

SAHARA DELUXE



6.0m x 2.9m x 2.65m
R17 340⁰⁰

SAHARA LODGE



8.0m x 2.9m x 2.65m
R23 300⁰⁰

SAHARA GRAND



8.0m x 2.9m x 2.5m
R24 620⁰⁰

SENIOR GAZEBO



3.0m x 2.8m x 2.3m
R3 410⁰⁰

END WALL SOLID



R720⁰⁰

SIDE WALL SOLID



R800⁰⁰

SIDE WALL WITH DOOR & WINDOW



R1 220⁰⁰

END WALL WITH ZIP



R830⁰⁰

SIDE WALL WITH WINDOWS



R1 150⁰⁰

SHADE NET INNER



R3 620⁰⁰

GAZEBO & BOW CONNECTOR



TO FIT 2.5m x 2.5m BOW
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Includes 2 x basins & dry rack



R1 780⁰⁰

FOLDING BASIN



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R155⁰⁰
Contents not included



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17 PIECE SET:
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1 DRILL ADAPTOR

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- > COMPLETE IN STORAGE CASE

FOLDING ALUMINIUM STOOL/TABLE



R1 170⁰⁰

PICNIC TABLE



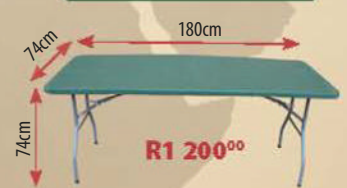
R399⁰⁰

4FT FOLDING TABLES



R1 060⁰⁰

6FT FOLDING TABLES



R1 200⁰⁰

AWNINGS



2.0m x 2.0m
R2 999⁰⁰
2.0m x 2.5m
R3 250⁰⁰

270° AWNING



2.5m WIDE
R10 499⁰⁰

1.4M ROOFTOP DELUXE



2.4m x 2.4m x 1.25m
R17 500⁰⁰

ROOFTOP CLAM SHELL



1.2m x 2.1m x 1.35m
R33 500⁰⁰

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We love hearing what's on your mind! Write to us at drivecamp@gomag.co.za and please remember to give your full address and contact details. *Drive & Camp* reserves the right to edit and shorten letters – and publish them in the magazine, on the website, and elsewhere.

Before the rooster crows



Every country has a special place that holds sentimental value for the community. Swaziland – now eSwatini – has much to offer, even though it's such a small country. One gem is the Mabuda Guest Farm, a place that sometimes leaves people speechless. The name doesn't mean "place of dreams" for nothing.

I live in Big Bend, about 50 km from Mabuda, and spent two nights camping there. It's near Siteki, one of the high-lying towns close to the eastern border of the country.

Here, I wake up in the winter mist that wraps around the Lebombo Mountains. It makes me wonder if this is a similar scene to what Jane Goodall experienced in Gorillas in the Mist.

I hear the horses neighing beside my

tent as the sun drinks up the dew on the cold grass in the kraal. I'm cold, but I don't mind. It's simple pleasures like these that make life truly worthwhile.

The mornings are peaceful. After a bit of searching, I find the campsite tap, and my coffee water boils quickly on the gas stove. I enjoy my first cup of "boeretroos" before the first rooster crows. In this morning quiet, I knit another row of stitches on my woollen blanket.

Weekends in eSwatini – especially at Mabuda – really feel as though time stands still. It gives one time to stand still, think, look, and feel what's happening around you. A place of dreams where all your senses are engaged. Because Mabuda is so well located, it's coffee country. In early summer, the sweet fragrance of coffee blossoms fills

the air as you explore the farm on foot. I believe humans have a sixth sense to connect with nature. To feel as though you're in the right place at the right time: feel, hear, smell, taste see... become one.

In the afternoons, as I walk the path to The Rocks, a viewpoint over the Lebombo Mountains, I count butterflies. There's even an annual butterfly challenge to see who can spot the Mabuda Big Five of butterflies. Mabuda ensures that visitors look closely at themselves to take in the smaller, simple things.

There's so much to say and tell, but Mabuda is definitely eSwatini's golden spot. Not just for me; I believe for many others too.

JANNES ERASMUS
Big Bend, eSwatini

WINNING
LETTER

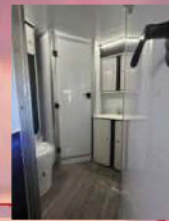
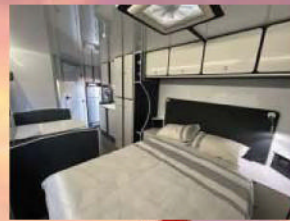
Jannes wins a cooler bag worth R220. Whether you're a camper, fisherman, or sports fan next to a cricket pitch, this cooler bag has room for a lunch box and a 1,5 l cooldrink bottle. The lid also has space for a coffee flask. The interior is lined with PVC, which makes it easy to keep the bag clean and hygienic. The bag has a short strap that reaches over the top and attaches with a Velcro strip, as well as a longer shoulder strap if you're going to carry it over longer distances. It's an ideal picnic accessory or a padkos bag for a road trip. winkel.weg.co.za



Open Weekend!

9 - 10 November 2024

Start your summer holiday at our Open Weekend. Come and view three new exciting products. The Luxury Nayela Mayhem, Freeline Maverick Off-Road Caravan and the lightweight, B-Licence friendly, Vagabond Rogue Teardrop Caravan!



Also on show will be the range of Okto caravans, Swift Alpine and Atlantic, Metalian "B" licence ready, off-road camping trailer and the very popular Edge-Out teardrop trailer. Visit our well stocked LeisureWorld shop, Snacks available. Lucky draw for a 12kg/220V National Luna Ice machine and more!

LeisureWorld

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Where is this going?

First, I want to thank you for an excellent magazine. A monthly edition would be welcome because there are endless camping-related aspects to report on. But I'd like to express my concern about camping tariffs.

Prices at certain campsites are becoming really exorbitant, and it feels as though it's becoming an option to generate passive income in this way. I understand that establishing a campsite costs money, but the capital investment can't be recouped overnight. It seems as though every owner decides what the tariffs should be, and then other owners see those tariffs – and adjust theirs accordingly.

This pricing structure isn't going to



work for the average person and will definitely harm the camping industry over time. Campers will simply avoid such places, and my friends and I are not interested in camping at such spots.

Campsites should be evaluated so that one can avoid these kinds of surprises. We'd also like to hear about campsites with realistic prices. It's not that we can't afford it, but it's becoming extravagant.

CHRIS AND RIA ERASMUS
Middelburg



Tent christened

We camped for the first time with our new Family Camper tent at Yellow Sands. There were 11 of us (one son-in-law had to work), but we fit in easily.

The tent is easy to set up and will definitely still be in good condition for the next generation, thanks to

the strong canvas material.

One of the new memories is grandpa Derick showing the kids how to fish: how to bait a hook and cast. Some of the youngsters actually caught a fish or two themselves. They were small ones that had to be thrown back, but now the camping bug has bitten, and they want to know when we'll camp again.



Thank you to you and Falkson Tents for creating special memories.

FRANCES WIGGILL
East London

The Wiggills family were the winners of the Family Camper tent in our April-May issue. The R17 000 tent is manufactured by Falkson Tents in Pretoria. – Ed

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Vanrhynsdorp gets a showstopper campsite

Campers regularly make their way along the N7 between Cape Town and Namibia, as it's the main route to destinations like the Richtersveld and Namibia. From Cape Town, it's a good 650 km to Vioolsdrif, but now campers can take a breather at Letsatsi Lodge's new campsite.

Letsatsi is part of the NC Famous Lodges group and is situated right next to the N7 at Vanrhynsdorp, about halfway between the Mother City and Springbok. The lodge has been running for nine years.

Hospitality is the name of the game here: upon your arrival, you receive freshly baked bread (or a braaibroodjie if you prefer), and the next morning you can stop by for coffee and rusks – all for free.

What's more, Letsatsi is the epitome of how modern and well-equipped a campsite can be. It must surely be one of the best-equipped sites in the country. You simply park your caravan on your spot, and all your facilities are just a few steps away. You don't even need to unpack a single cup or glass, because everything is already set up for you.

On the side, you've got a covered veranda with a table set and built-in braai, and from the veranda, you have



direct access to a separate bathroom and kitchen. The bathroom is wonderfully spacious, and the shower is sectioned off by a glass panel. From the bathroom, there's a door that leads to an outdoor shower if you want to freshen up under the blue sky.

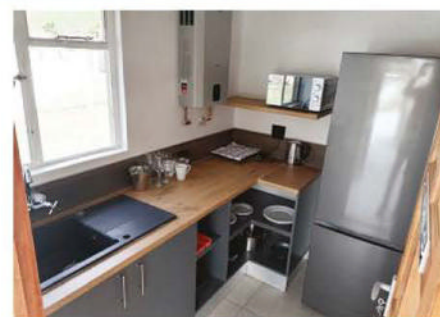
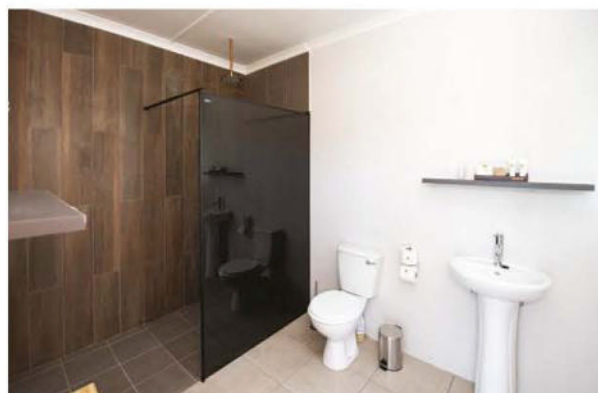
The kitchen is similar to one you'd find in a seaside holiday flat. There's everything from a standing fridge (340 l), microwave, electric kettle and cutlery to an induction hob and even a potjie.

There are a total of 12 stands, both types of power outlets (domestic socket and blue caravan type), and free WiFi access.

Letsatsi also makes special provision for campers with pets. One of the 12 stands is fenced off, and your pooch is treated to a free meal. There's also special sleeping spot for your pet.

The laundry room has tumble dryers and washing machines – these are free to use – as are the two 500 l chest freezers.

Price R800 per night for the first four people; thereafter R250 per person



(maximum six people per stand). The pet-friendly stand costs an additional R150 per night.

Contact 027 219 2828 or 060 588 1573 (after hours) info@letsatsilodge.co.za
ncfamouslodges.com/letsatsi-lodge/





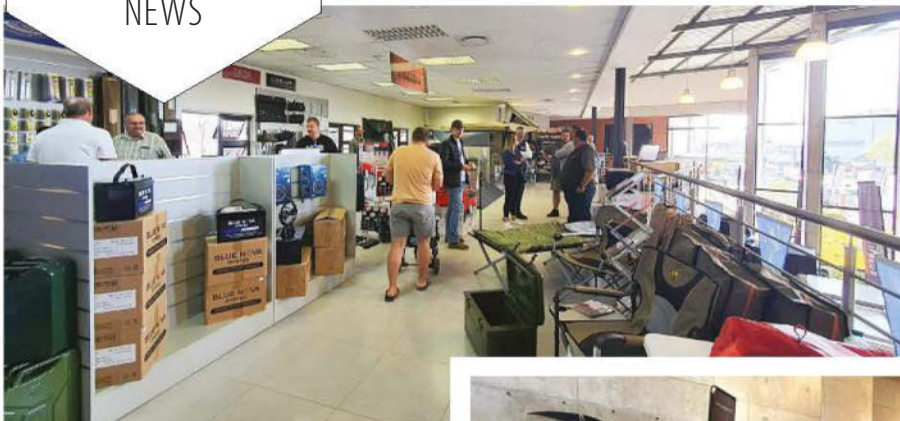
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Room to grow

After seven years in Hennopspark, Centurion, the Bush Lapa Centurion dealership has outgrown its space – so much so that new premises were needed.

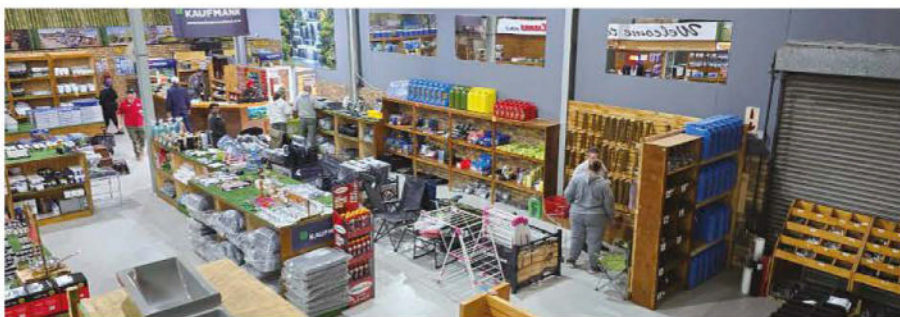
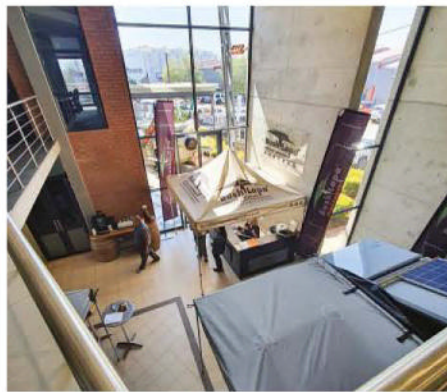
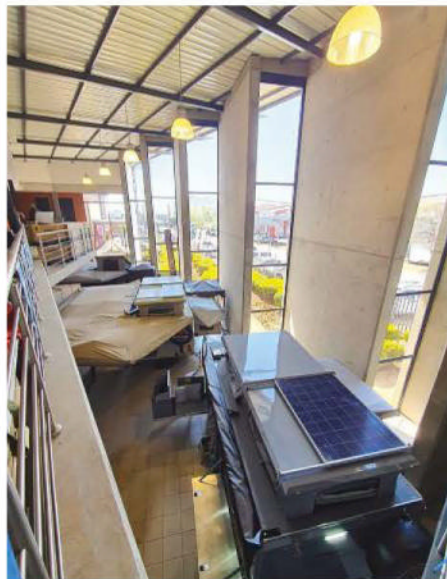
The dealership has now moved literally around the corner to 52 Jacaranda Street, and according to co-owner Martin Bezuidenhout, they're happy about it, as existing clients will know exactly where to find them. He describes the new premises as "a true landmark in the area." The building has high open spaces filled with natural light and is surrounded by trees.

New and pre-owned Bush Lapa products are sold here, and there's a 300 m² camping store plus a workshop



with six stations. Some of the additional equipment includes movers, lights and electric sockets (including USB), air-conditioning, canvas products, solar panels, inverters and lithium batteries.

Contact 012 653 2686 • sales@zit.global
• bushlapagautengnorth.co.za



Expanding horizons

East Rand Caravan World's move in Boksburg gives its clients an even better experience, says co-director Francois Swart.

The business moved 3 km down the road to the N12, where it's now just a stone's throw from one of OR Tambo International Airport's runways. The address is 19 Oosthuizen Street (also in Boksburg).

According to Francois, there's now more parking, and Bass Warehouse, a bass fishing shop, is also part of the premises. Additionally, they have expanded to sell pre-owned motorcycles and boats (for skiing or bass fishing).

Apart from these additions, plus a camping store and workshop, East Rand Caravan

World is an approved dealer for new Stealth, Adventure Xtreme, Echo4x4 and Infanta4x4 caravans. They also have a large variety of pre-owned caravans – from road caravans to motorhomes. Trade-ins are welcome when you purchase a new caravan.

Contact 011 025 7639 of 011 826 6241
• sales@ercw.co.za • eastrandcaravans.co.za

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New Tiggo on the way

Chinese vehicle manufacturer Chery says its latest Tiggo Cross will soon arrive in South Africa. The company is satisfied with the sales of its Tiggo 4 Pro and Tiggo 7 Pro and believes its Cross model will be equally successful.

“We’re pleased to confirm that the new Tiggo Cross, which was recently unveiled at the Festival of Motoring, will indeed be on local roads before the end of the year. Although we don’t want to reveal too much yet, we can say we are confident that buyers will appreciate the value this stylish new model will offer,” says Verene Petersen, national marketing manager.

Chery was established in 1997 as



a state-owned car manufacturer in China, and since its inception, it has produced more than 1,8 million vehicles. Keep an eye on their website to see when the Cross will arrive.

Contact 📞 chery.co.za



Volkswagen is feeling the pinch

In September, car giant Volkswagen (VW) told German broadcaster Deutsche Welle that it is experiencing financial pressure. Volkswagen is even considering closing some of its factories – if this happens, it will be the first time in the company’s 87-year history.

VW launched an employment security programme in 1994 that guaranteed no one would lose their job

between then and 2029, but now some of the 680 000 employees are facing the threat of retrenchment.

Oliver Blume, CEO, describes the situation as “serious and challenging”. According to him, the possibility of early retirements and separation packages is not off the table. At the time of writing, it was still not known which plants would close.



We have a winner!

Camping life is about to get much easier for Chris Boreham of Edenvale, as he’s the lucky winner of the competition we ran with Tentco in our August-September 2024 issue.

Chris wins camping gear worth more than R14 000, which includes a new rooftop tent and two crates. And with a reliable brand like Tentco, Chris and his family will be able to enjoy this smartly designed gear for many years to come whenever the call of the great outdoors strikes.

Tentco’s crates have a removable lid, meaning you can fill them all the way up. What’s more, the crates are designed to stack just like Lego blocks. The crates also come with a newly designed clip that’s as tough as the box itself, but you can carry spare clips with you in case one goes missing along the way.

The crates measure 50,6 x 39,4 x 23,4 cm and have a capacity of 35 ℓ. Additionally, they are waterproof enough to transport on a roof rack. The lid is designed so that straps can fit into grooves on top, allowing you to secure it firmly.

The 1,2 m rooftop tent is 1,2 x 2,4 x 1,25 m – just a bit narrower than a double bed – and 50 cm longer than a standard-length bed. The ripstop canvas (260 gsm) is waterproof, there are three windows, and the base is made of marine plywood.

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NAYELA MAHEM

NAYELA TAKES FLIGHT

Nayela, initially known for its sleek double-axle off-road caravans, has just launched its first single-axle model. The Mahem offers comfort like no other, says **Leon Botha**.

Manufacturer Nayela has added its first single-axle model to its “antelope family” – the Nayela, Okapi and Oribi. This off-road caravan has been named the Mahem. They had a few prerequisites for the new caravan, says co-director Niel Marais. The idea was for a more traditional design but with luxury, space, an indoor bathroom, an island bed and a great price.

Taking shape

Overall, the Mahem is brand new, with few to no similarities to the Okapi range. The biggest differences are a solid roof on the Mahem instead of a pop-up roof on the other models; a single axle rather than a double axle; and an internal bed instead of a slide-out bed. But the most significant difference – and the least obvious – is the construction material. The Mahem’s panels consist of a honeycomb composite, while the other caravans are made of fibreglass.

Because the Mahem’s shape is mainly angular, the construction process is also less time-consuming, says Niel. “We managed



to find a spot on the existing production line for the newcomer, and the Nayela team deserves a pat on the back for how the Mahem progressed from paper to prototype. It took only four months for the Mahem to take physical form.”

Feature rich

One of Nayela’s signature features, which is also seen in the Mahem, is the stand-up

fridge/freezer in the door. Furthermore, the bathroom is straight ahead as you enter, and if you turn left and look forward, the dinette is to the right, roughly in the middle of the caravan. The island bed is at the front with the headboard against the left panel.

The bathroom is a proper room with its own door, while the shower within forms a cubicle also with a full door. The cassette toilet is on the left in the room, and the basin



is on the right with cupboards below and above the counter.

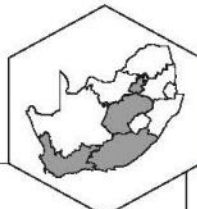
The dinette folds down into a bed for two small children with a window above it. Opposite that, to the left of the door as you enter, is a worktop for when you want to start preparing a meal.

The bed, with side table, reading light and power outlet on each side, looks like it was carried straight from your home and installed here. It's truly practical, but what makes it even better are the cupboards at the front. These doors open into the nose cone, making them that much more convenient.

The exterior cupboards to the left of the door all form part of the outdoor kitchen. The cupboard closest to the entrance opens flat to form a worktop, and next to it is an upright cupboard. (Both can also be accessed from the inside.) The space under the bed houses a third cupboard for two slide-out frames: one holds a three-burner gas stove and sink, while the other has open storage space for items like ammo boxes.

The nose cone is enormous – the full height of the caravan – with doors on both sides. There's enough space here for a fridge/freezer on a slide-out tray, while the gas geyser and gas cylinders fit on the other side. The top shelf of the cupboard is accessible when standing next to the bed.

The power system includes a lithium battery.



SPECIFICATIONS

Model	Nayela Mahem
Sleeps	Two adults and two children
Dimensions	7,3 x 2,2 x 2,8 m
Tare weight	1 600 kg
Payload	500 kg
GVM	2 100 kg
Axle	2,5 t
Wheel size	16"
Chassis	Galvanised
Body	Honeycomb composite
Price	±R625 000

DEALER NETWORK

Nayela Reitz ☎ 058 863 1027) Nayela Pretoria ☎ 063 720 1919 Loftus Caravan City, Randburg ☎ 011 792 1456); Tuinroete Camping and Caravans, Mossel Bay ☎ 044 695 2602 Eastern Cape Caravans & Safari Centre, Gqeberha ☎ 041 581 5363) 4Matt Campers, Cape Town ☎ 021 065 1815)

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±R625 000 **NAYELA MAHEM** GVM 2100 kg

From the competition*
Off-road caravans ready for gravel roads with an indoor bathroom and island bed



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With a GVM of 1 800 kg and 15" wheels.



R559 000 **QUANTUM COMFORT COUNTRY**
With a GVM of 1 850 kg and 16" wheels.



R495 000-R720 000** **DESTINATION KUBU**
(**depending on the variant)
With a GVM of 2 000 kg and 16" wheels.
* As listed in the 2024 Buyer's Guide



OUTVENTURE SQUARE DROP



The square that dares

The new Outventure Square Drop is almost fully equipped, and boasts a kitchen that's hard to beat. For less than R200 000, you can practically just hitch and go, says **Leon Botha**.

Outventure's Square Drop is based on the traditional teardrop trailer – it's essentially a bed on wheels with a kitchen at the rear. As the name implies, the design is not rounded, and the trailer boasts a number of innovations.

Owner, Len Metcalf, has deviated from the classic teardrop layout: where the foot end of the bed usually fits into the space under the outdoor kitchen, the Square Drop has a vertical panel that separates the sleeping area from the kitchen. This means the space that the foot end used to occupy in the kitchen is now entirely part of the kitchen. The Square Drop does, however, have cupboards in the sleeping area that extend to the roof – four of them have doors, and there's a power point under the open middle shelf.

Cooking with gas

The heart of the trailer is its kitchen. A teardrop trailer's kitchen door usually opens upward, but this one's entire rear panel swings open to the right until it's perpendicular to the body, creating a welcome windscreen on one side of the kitchen.

The worktop is made of stainless steel and



is as wide as the body, with the cupboards behind it reaching all the way to the top. On the far right is a stainless-steel sink. The drawer that houses the gas stove slides out from under the sink on a frame, and beneath the stove is a drawer that can hold some pots and pans. The stove also has its own screen all around, giving you double protection against any pesky breeze.

On the worktop, there's space for a 20 l microwave oven, and the gas cylinder for the stove is around the corner against the right

panel. By the way, the spare wheel fits on the outside of the kitchen door.

The frame on which a fridge/freezer of up to 60 l can fit slides out from the left under the worktop, meaning you can't open it while you're frying bacon. But this is actually a hidden blessing because you get what you need, push it out of the way, and enjoy the extra space in the kitchen.

The swing-out roof folds open over the kitchen and in front, parallel to the body, up to the A-frame.

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A tabletop folds down above the left mudguard, and you won't bump your shins against a support because the tabletop rests on the mudguard. The nose box is unusual as it doesn't have doors on the side or top. There's simply a lid, so it's more of a chest accessed from above. There's space for, among other things, the 55 l water tank and 12 V pump; the circuit breakers and charger; the battery; and an open space where a groundsheet or some of your camping gear can go.

Not included

All the wiring for 220 V and 12 V is in place, but a battery is not included with the standard trailer. Len explains that the choice of battery rests with the buyer.

The sides for the awning, like the solar panels, a fridge/freezer, and a rooftop tent, are all optional. The Square Drop is, however, designed with a rooftop tent in mind in case you need more sleeping space: the mudguards are strong enough to serve as steps, and there are four aluminium beams above the roof where the tent can be bolted on.



SPECIFICATIONS

Model.....	Outventure Square Drop
Sleepings.....	Two
Dimensions.....	3,95 x 1,5 x 1,84 m
Tare weight.....	820 kg
Payload.....	780 kg
GVM.....	1 600 kg
Axle.....	1,6 t
Wheel size.....	15"
Chassis.....	Galvanised
Body.....	Aluminium frame with composite panels
Price.....	R195 000

DEALER NETWORK

The Outventure Square Drop is built in Cape Town.

Contact ☎ 072 865 3096 📧 info@outventure.co.za 🌐 outventure.co.za



R195 000 OUTVENTURE SQUARE DROP **GVM 1600 kg**

From the competitors

Small off-road caravans for two with solid panels.



R175 000 BUKSIE WEEKENDER

With a GVM of 750 kg, and a steel and aluminium body.



R189 000 ATLAS SD2

With a GVM of 1 500 kg, and a body with a galvanised frame with insulation and fibreglass sides.



R199 000 BUNDUWARRIOR

With a GVM of 750 kg, and an aluminium body.

* As listed in the 2024 Buyer's Guide

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The first building block

The price of a new off-road trailer can take a toll on your bank balance, so if you'd rather consider a basic trailer and then add on bit by bit, the Delago Outdoor DO1 is for you, says **Leon Botha**.



DELAGO OUTDOOR DO1 OFF-ROAD



The DO1 is as basic as a camping trailer could possibly be. It's simply a box on wheels, and space on top for a rooftop tent of your choice.

The body and chassis are made of steel, finished with an electrophoretic paint process (e-coat) and powder coating. The floor plate is galvanised, and the panels are made of aluminium. There are doors on both sides and at the back, and the nose cone has two side doors. The interior of the body has a 12 mm foam layer covered with a rubber layer.

The left side is tailor-made for an outdoor kitchen – there's space for a sliding frame, a worktop alongside it, and shelves behind it in the body. Clarence de la Rosa, one of the co-owners, explains that the DO1 was designed around the kitchen. Clarence drew his initial plan on the floor of his workshop, after which a prototype followed. The trailer took shape from there.

The idea is that campers start with a basic DO1 and then gradually



SPECIFICATIONS

Model	DO1
Sleeps	Rooftop tent
Dimensions	3,5 x 1,86 x 1,57 m (without tent)
Tare weight	450 kg
Payload	300 kg / 1 050 kg
GVM	750 kg / 1 500 kg
Axle	1,6 t
Wheel size	15"
Chassis	Steel
Body	Steel and aluminium
Price	R79 900

DEALER NETWORK Delago Outdoor's factory is in Pretoria.

Contact 082 923 9843 • clarence@delago.co.za • Delago Outdoor



equip it as per their needs and budget. The body itself measures 2,3 x 1,25 x 0,965 m, and the nose cone 0,6 x 1,07 x 0,9 m. A spare wheel comes standard and is stored in the nose cone.

Space in off-road trailers is precious, especially when the trailer is on the smaller side. This is where Clarence pulled a rabbit from a hat: the DO1 has an enormous open space inside the body, and you can carry an entire load for a long trip. At the back are two hatches: the upper one opens like a car bonnet (with gas struts holding it in place), and the smaller

door below swings open to the ground. Together, they form a 80 x 90 cm sized opening, giving you direct access to the interior. There is ample space for bulky director's camping chairs and a folding table, and more.

Of course, you don't pack all the way up to the roof, and for this, Clarence has a next solution. Top Locker is a new branch of the business that focuses on a roof drawer for canopies. The drawer bolts onto a canopy's ceiling. This very drawer – as an optional extra – also fits into the DO1. As you pull it out, it tilts so you can access the shelves inside.



A rooftop tent would typically open out over the right side of the trailer, and if you choose one with a vestibule or an awning you still have access to the trailer through the door opposite the kitchen sliding frame.

You can fully equip the DO1 with the following optional extras: a braked axle (which increases the GVM from 750 kg to 1 500 kg); a kitchen equipped for six; a sliding frame rated for 180 kg; a double sink; two-plate gas burner; gas cylinder and coupling; corner steadies; and 220 V power with a distribution board.

FROM THE COMPETITORS*

Off-road trailers in a similar price range
* As listed in the 2024 Buyer's Guide



R79 900

**DELAGO
OUTDOOR DO1
OFF-ROAD**

BVM 750 kg



R77 847

VENTER SAVUTI XL

Unbraked, with a GVM of 750 kg and 14" wheels.



R81 714

METALIAN GENIE

Braked, with a GVM of 750 kg and 15" wheels.



R85 000

BORDERX OVERLANDER

Unbraked, with a GVM of 750 kg and 15" wheels.



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What started as a local 12V lighting business in 1987 has evolved into one of the world's most recognisable camping brands. Today, National Luna boasts the world's most comprehensive 12V fridge/freezer range, the broadest offering of dual-battery systems and portable power packs, and the widest variety of 12V lighting solutions.

Here's just a glimpse of National Luna extensive product offering, but you can view more at www.nationalluna.com.



National Luna is the sole distributor of **Indel B** fridges in South Africa. The imported Italian brand features a wide range of front-loading fridges ideally suited to the caravan and camper markets.



« National Luna's entire fridge range is now equipped with Bluetooth™ control. The Bluetooth™ connectivity allows you to remotely control the fridge's temperature – and other settings and functions – via the NL CONNECT app (available for iOS and Android devices).



With 14 models to choose from, you're guaranteed to find the right fridge size for your vehicle.

Introducing the new quick-change range



Priced from: R7 949

For years, campers have called for a side-mount fridge option where the control panel can be easily moved to the side of the unit instead of the front. This setup allows quick access to the fridge's controls without sliding the unit out or shifting items around.

Well, you asked and National Luna listened with the recent launch of their new QC RANGE, the latest design that allows you to DIY swap the control panel from the front of the unit to the side – without requiring any special tools or know-how to do the job. In addition, all QC models (across the range) boast two new Fast Charge USB ports for rapid device charging.



Heavy-duty handles with integrated tie-down points.



Choose between a single-compartment fridge/freezer, or a dual-control where you can independently adjust temperatures for both compartments – an industry-leading feature invented by National Luna in 2002.



Control panel being swapped



USB ports



Lockable latches with built-in bottle openers.



Camping Lights



Priced from: R185

National Luna is the only manufacturer worldwide that still produces 12V fluorescent bulbs and lamp fittings for older caravan and camper models.

However, due to legislation changes around the sale of fluorescent bulbs, they'll soon be replacing these fittings with LED-compatible versions that are a direct match to the previous models and easy to swap out with no additional drilling or mounting.

National Luna's wide range of **LED camping lights** are available in various sizes and colours.

Choose between a touchpad on/off button with three brightness settings or a toggle switch with two brightness modes.



12VDC fluorescent lamps are still produced by National Luna as a backup service for older caravan and camper models.



Battery Management



Priced from: R1 300

What started as a bare-bones solenoid pack 25 years ago has since morphed into various battery-management options, including portable power packs, distribution boxes, and advanced DC-DC chargers with built-in solar regulators.



If you don't have enough load-bay space for a portable system – or your auxiliary battery is mounted in a unique location – you can still enjoy the features of the battery box's control panel by installing a National Luna **Distribution Box**. The unit is sold as a standalone product with three model options available.



National Luna produces several **battery box** options and **portable power packs**, all of which include a patented step-face design.



The all-new National Luna **Portable Power Pack** now features Bluetooth™ control allowing you to monitor both batteries' input charge, power draw and voltage levels.

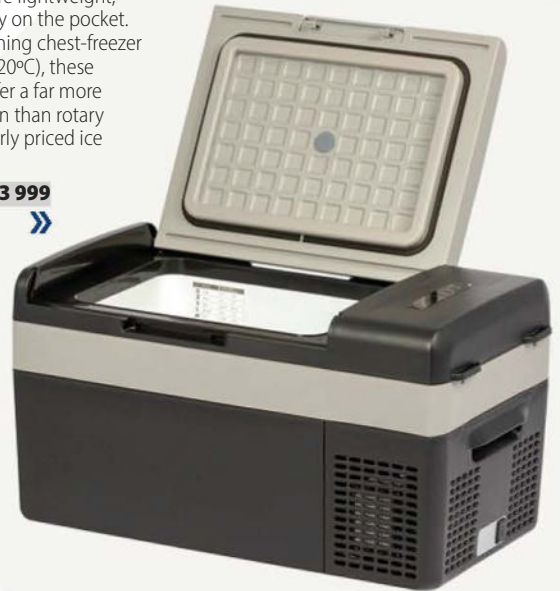


DC to DC chargers are available in both 25A and 40A configurations. Both units feature a plug-n-play MPPT solar regulator and lithium-battery compatibility.

Cost cutter

Look out for National Luna's all-new cost-cutting camping fridges, which are lightweight, mobile, and easy on the pocket. Capable of reaching chest-freezer temperatures (-20°C), these budget buys offer a far more effective solution than rotary moulded, similarly priced ice boxes.

Priced from R3 999



DEDICATED CAMPER & CARAVAN SOLUTIONS

Front-loaders

One of National Luna's key specialisations is 220VAC to 12VDC fridge conversions. This unique power-supply conversion gives camper and caravan manufacturers significantly more refrigeration options and the opportunity to design their kitchen units around traditional household fridges in any existing battery- or solar-powered application. >>



Hisense H230BTSA-2700



Hisense H310BIT



Hisense H225TTS1080



LOW PROFILE MODELS >>

As the camping market evolves, so does the need for new applications, and among those is a growing call for a low-profile camping fridge that can fit under a tonneau cover or slot under a bed in an off-road trailer or caravan.

Hence, National Luna's three new low-profile fridges launched earlier this year, including a 35-, 45- and 70-litre model.

Priced from R8 999

IWM Cruise
49 Classic



IWM Drawer 190 Inox



IWM Drawer 130 Inox

<< Super space saver

Saving space is vitally important to all off-road trailer manufacturers, which is why National Luna offers a wide range of space-saving drawer fridges.

These fridges allow manufacturers to design their campers with maximum space efficiency in mind. They also enable other components or storage space to be built directly above the fridge without affecting its access.

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The Tiguan tactic

The all-new Volkswagen Tiguan landed in South Africa this September. Cyril Klopper takes a look at what's new.

VOLKSWAGEN TIGUAN



This is the third generation of the Tiguan, and since this SUV first appeared in 2007, over 7,4 million units have been sold worldwide. It's also been a runaway success in South Africa, with 41 000 units sold since its local launch in 2009.

So, what's new?

While it does remind us of its predecessor, the new Tiguan boasts a higher and bolder front end, with LED strips in the headlights and a long glass panel where you'd usually find a grille.

The new Tiguan is optionally available with IQ.LIGHT-HD headlights, where HD stands for high-definition. This lighting system with 38 400 multi-pixel LEDs (19 200 per headlight) is technology taken straight from the latest Volkswagen Touareg.

The sleeker front end contributes to an improved drag coefficient of 0,28 compared to the previous 0,33 – naturally, this brings down fuel consumption. Even the paint colours have been updated with three new metallics: persimmon red, cipressino green and oyster silver.

The interior is entirely different from the previous model, with new leather upholstery, and the front seats are adjustable in four directions. These seats are optional for the entry-level Life model but come standard in the R-Line model. The seats will even massage your back.

The infotainment screen in the centre console features new software that Volkswagen claims is easier to use. This screen, along with the instrument cluster, has an anti-reflective coating, so you

can always see what's going on, regardless of the sun's position.

The new Tiguan is about 3 cm longer than before, while its height, width and wheelbase remain almost identical to its predecessor. The boot capacity of the newcomer is 37 ℓ larger

than before, at 652 ℓ.

When it comes to power delivery, the Volkswagen Tiguan for now comes with a 1.4 TSI engine (110 kW) paired with a seven-speed DSG gearbox. The engine develops its maximum torque of 250 Nm between

SPECIFICATIONS

Model	Tiguan R-Line 1.4 TSI 110 kW DSG
Engine	1.4 ℓ four-cylinder turbopetrol
Power	110 kW @ 3 500 rpm
Torque	250 Nm @ 1 500 rpm
Fuel consumption	7,7 ℓ/100 km
Transmission	Seven-speed automatic
Dimensions	4 551 (l) x 1 842 (w) x 1 640 mm (h)
Boot capacity	652 ℓ
Standard tyres	255/40R20
Safety rating	★★★★★ (Euro NCAP, 2024)
Warranty	Three years/120 000 km
Service intervals	Every 15 000 km
Price	R766 300



From the competitors
Hot hatch SUVs costing
around R750 000.



R729 900 **Hyundai Tucson 2.0 Elite**

It's got the best price but is the slowest due to modest power output.



R760 100 **Audi Q3 TFSI Advanced**

The Audi has identical specs. Are you an Audi or Volkswagen fan?



R775 000 **Volvo XC40 B3 2.0 Ultimate**

The priciest competitor here, outclassed in all but torque, and class...

1 500 and 3 500 rpm Acceleration from 0 to 100 km/h is claimed to be 9,2 seconds, with a top speed of 207 km/h.

Two new engines will be added in November this year and early next year, with specifications to be revealed later the 2.0 TDi (110 kW) and the 2.0 TSi engine (140 kW), both paired with a DSG gearbox.

Prices start at R651 500 for the most basic model, the 1.4 TSi, while the R-Line 1.4 TSi (discussed here) costs R766 300. The upcoming 2.0 TDi and 2.0 TSi models (both with 4Motion) will cost R755 700 and R834 800, respectively.

Comparison with competitors

With an acceleration time of a fairly brisk

9,2 seconds (0-100 km/h), the Tiguan is the fastest among its three closest competitors the Volvo XC40, Audi Q3 and Hyundai Tucson. But in terms of top speed, it matches the Audi Q3 at 207 km/h. The Volvo XC40 has the lowest fuel consumption (7,1 l/100 km), while the Tiguan delivers 7,7 l/100 km.

The Volvo and Hyundai both have 2 l engines, but the former delivers 265 Nm of torque, while the latter only manages 192 Nm – compared to the Volkswagen's 250 Nm.

All three competitors were launched in past three years, so they haven't significantly aged compared to the shiny new Volkswagen Tiguan.



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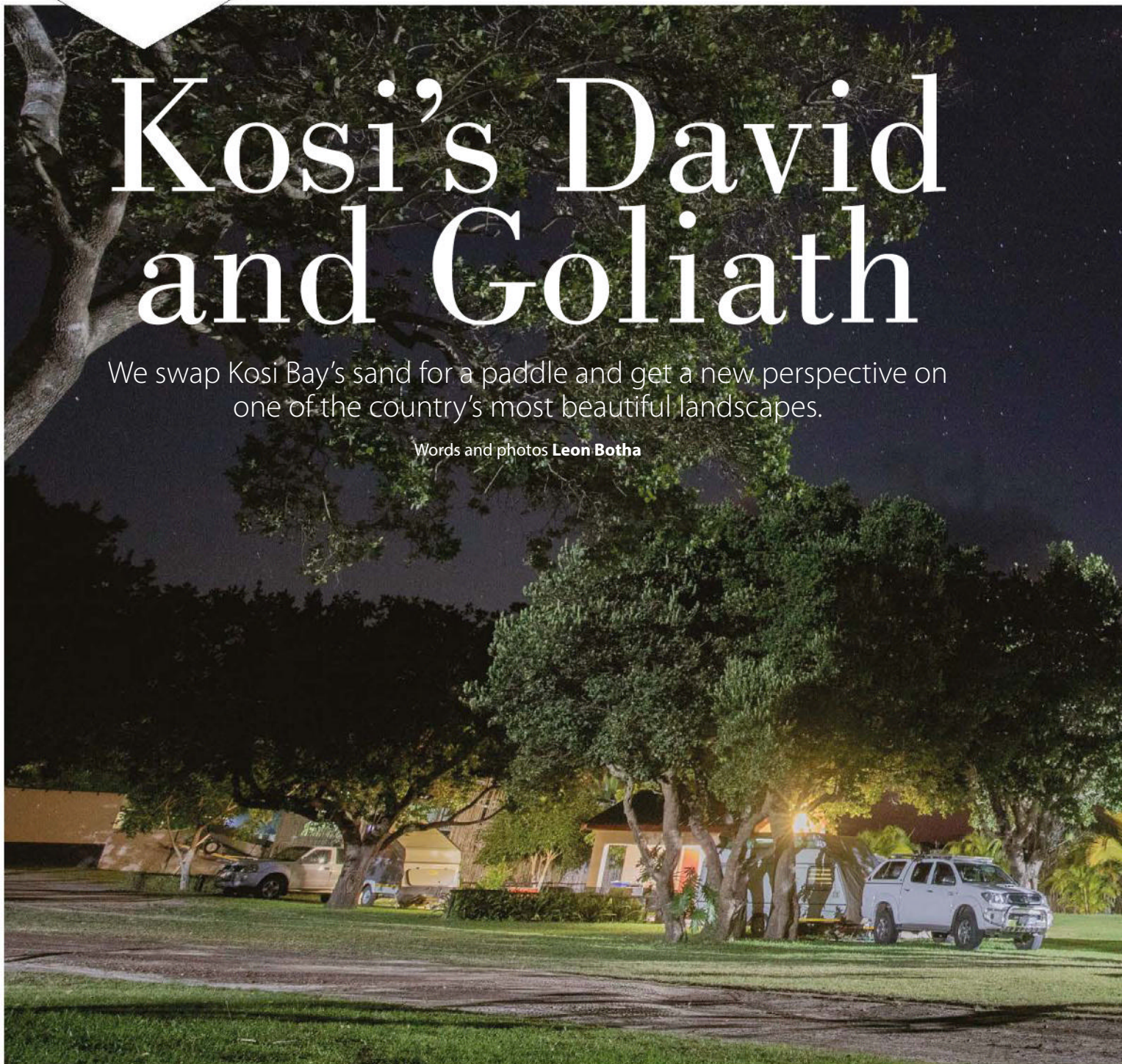
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Kosi's David and Goliath

We swap Kosi Bay's sand for a paddle and get a new perspective on one of the country's most beautiful landscapes.

Words and photos **Leon Botha**



Don't let Kosi Bay's sand scare you off. Unlike the past, these days you can drive a sedan all the way to the destination's famous estuary. You do, however, still need a permit to drive through the gate – you can get this at Ezemvelo KZN's Kosi Bay camp office, 14 km back on the route that brought us here.

Otherwise, much has changed since our last visit in 2019. A red VW Polo comes through the gate from the estuary side, and the guard says you can now drive

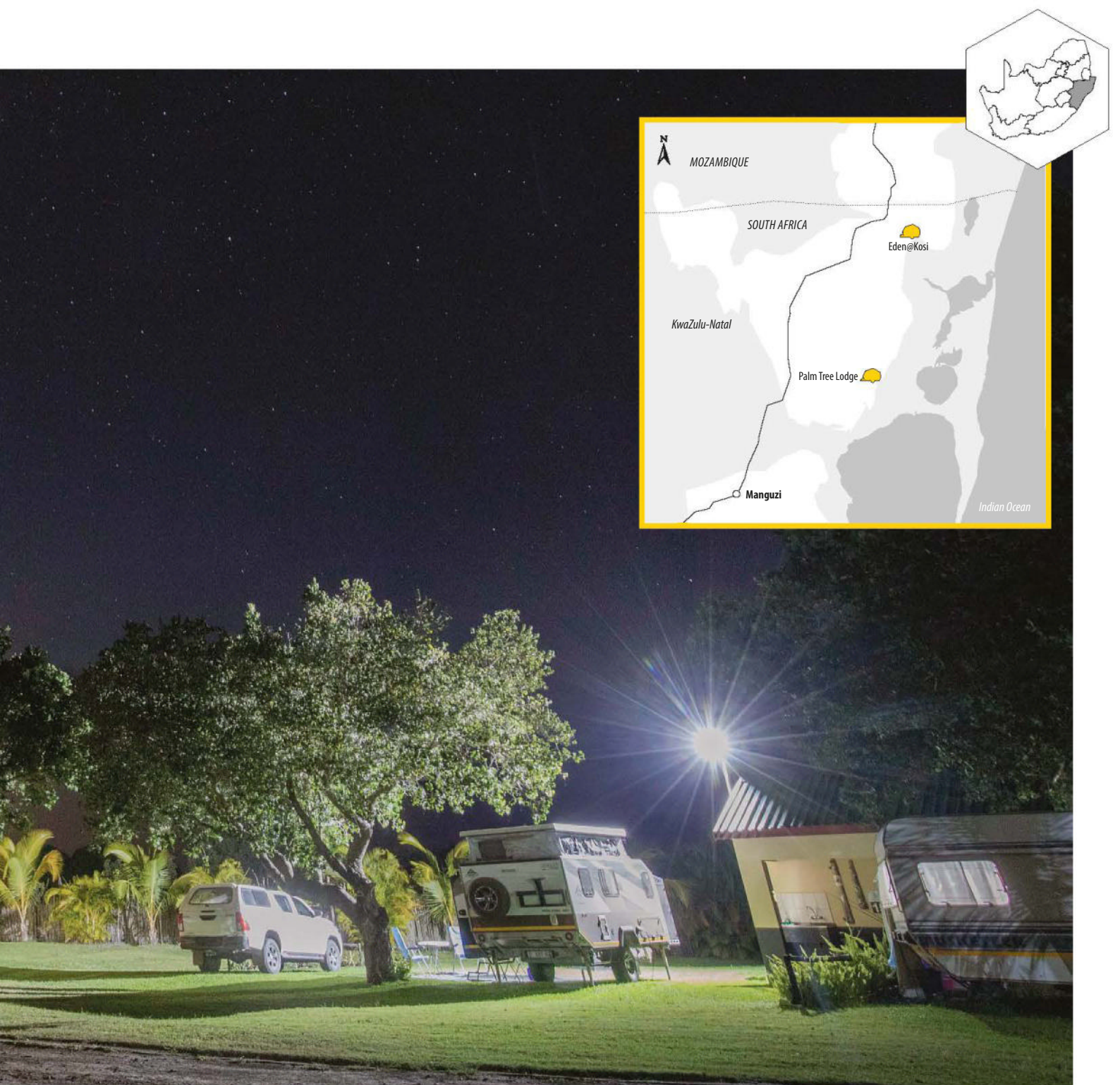
a sedan to the mouth, as long as it's not high tide. The reason for this is that there are now concrete slabs in several sections of the road leading to the lagoon, and where there isn't a slab, a decent layer of gravel has been laid.

Even further back, in 2012, we took a photo in front of the gate of a sign that read "Only 4x4". Today, you only see its dilapidated frame. A notice at the gate does, however, forbid motorbikes, quad bikes, pets, weapons and trailers, although the permit doesn't seem to

have been updated, as it still states "4x4 is essential and should be engaged [at] all times."

At the estuary, you still need to drive around a few pools, but none of the smaller cars on our visit had any trouble. This is also where you enter the inner chamber of Kosi Bay.

We meet Fano Tembe, a guide from Safari and Surf, next to the estuary for a kayak outing. We want to find out more about the fish traps. Today we hear it straight



from the horse's mouth, as some of the traps, Fano says, belong to his family. He explains the traps belong to different families and that it's a fishing tradition that stretches back centuries.

Fano quickly puts you at ease, saying there are no crocodiles here, as it's saltwater. The chance of encountering a hippo is also slim.

As we paddle away from the shore, Fano points to his father's trap on the right: "This is my dad, Mike's. The fish we catch are seasonal. There's a wide variety

here, but in winter you typically catch sea bream, and mullet in summer. We also call mullet 'jumping fish', because when they're trapped in the nets, they start jumping out of the water. It's also not uncommon to catch a pufferfish, but we release those.

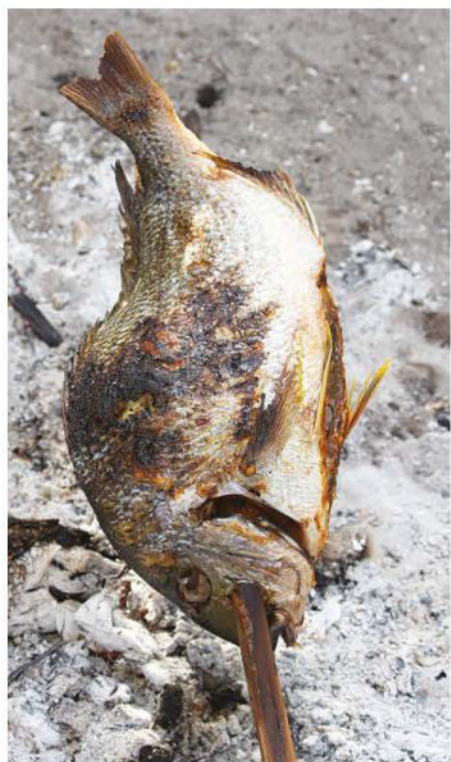
"I was barely five years old when I started learning the finer arts from my dad. Usually, you check the trap only once a day – typically in the morning, as the fish come at night. The trap can hold up to a thousand fish, but you don't

keep them all, just the big ones.

"You often see herons on the traps, but they don't bother us, as they only catch the small fish. You do need to be careful of the large crabs, though; they usually hide under the trap's mouth."

It's important how you kill the fish before taking it out of the water. "We use a spear – it's an art you learn. Because the fish bleeds out, it keeps for longer than, for example, one that's caught in a net and 'suffocates'."

The lagoon's water flow changes with



The water is a pleasant temperature, a real treat for Capetonians who are used to the icy West Coast water. About 1,5 km from the shore, Fano turns right at the inflow of the Kukawe River. The water turns darker, deeper and colder, and fresher, of course. We paddle to the shore past the last trap.

Now we have a chance to stretch our legs among the mangroves, where your feet sink deep into the mud. It looks like the trees have long “toes” that keep them upright.

Mangrove is actually a collective name for various species, and of the 10 found in Southern Africa, five are found here in Kosi Bay. “Here on the shore, you can see four of them,” Fano says: “The white mangrove, the black-, red-, and Tonga mangrove, and a specimen of the Mozambique mangrove a bit farther along near the upper lakes.”

He disappears behind the trees and returns a while later with a few branches in hand. He shows the seed of the red mangrove, which looks like an elongated spear, and explains that when it falls from the tree, it sticks into the ground like a peg and germinates. Otherwise, it drifts away, with the point facing down, until it gets stuck somewhere and germinates there. The black mangrove's seed is smaller, and the branches of the white mangrove are used in the traps.



Fano hands over a leaf from the white mangrove and says you should rub it against yourself on both sides, then give the underside a lick. It has a strong salty taste. The Tonga's leaves look like those of a succulent and are endemic to the area, says Fano. It prefers fresh water.

With a wealth of new information, we paddle back to the launch site for one last treat. Fano has arranged for fresh stumpnose on the coals, and we were given tin plates to serve ourselves – there was also homemade peanut sauce and mealie bread.

Safari and Surf offers a range of activities in the area. Feel free to visit their website safariandsurf.com for more information and rates.

the tide. At high tide, water flows into the lagoon, and at low tide, the process reverses. The traps are built so the fish are caught on their way to the sea.

Fano paddles to the next trap. This one belongs to his brother, Elias. “The traps you see now are the third generation's. Initially, they started with just a woven funnel, but the second generation used larger funnels to catch more fish.

“You also have to maintain the trap continuously, as the branches deteriorate. We use the jackalberry plant, which lasts about six months.”



I LIKE YOUR LAKE. The fish traps are an iconic sight on the lakes. If you've been here, you no doubt have a pic of them on your phone. But get closer the next time you go – there's lots to learn about them.







PALM TREE LODGE An island on land

Even though this is a sandy world, you don't need a 4x4 vehicle to reach Palm Tree Lodge. In fact, three campers around us all arrived with standard road caravans.

Palm Tree is diagonally opposite Lodge Umusa, which we wrote about in the previous issue. As you drive from the nearest town, Manguzi, you turn off just outside the town onto a large dirt road. It's not in the best condition, but you don't need an off-roader either. At the second fork, 3,7 km from the tar, you keep right onto a tar road that eventually leads to Ezemvelo's Kosi Bay campsite. Palm Tree's turn-off is to the left, 800 m after the start of the tar road.

Soon you'll see tall palm trees protruding from the left side of the road – a sandy twin-track runs all the way to the gate, which is fairly decent and well-compacted. You should be able to make it in any car.

Keep right just after the electric sliding gate, where palm trees reach heavenwards beside you. There are warnings on the trees that coconuts may fall – be on guard and don't set up your camp chair under one of them. (The chance of dying from a falling coconut is apparently greater than being eaten by a shark.)

The middle section of the resort consists of self-catering units with campsites around them. On the right is a large building with an open porch that says "Restaurant & Bar", but there's no sign of

an office. Do head in that direction anyway, as you'll be helped at a counter at the far end. A bunch of tables and chairs stand in the open space, and there's hardly a bare wall in sight. It's filled with artworks and decorations with sayings on them, and it'll take you days to absorb everything.

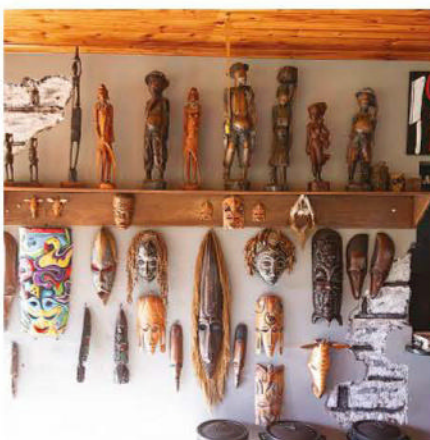
As you walked in, the restaurant's kitchen is on the left, with a large open thatch roof on the right, in the middle of a swimming pool. You walk between two young palm trees to get under the roof – it feels as though you're on some faraway island. The bar counter is in the middle, and around the edges next to the water are seats for enjoying a meal. Decide now which night you won't be braaiing and come here instead. The menu ranges from breakfast all the way to toasted sandwiches, pizzas, seafood and steak.

The stands can be divided into three groups: one group is in front of you against the opposite boundary as you drive in, another at your two o'clock position (both of these have communal facilities), and on the far right are the stands with private facilities.

We booked one of the latter, and a specific stand was allocated to us. Some of the bathroom buildings have two sides, each obviously intended for two sites. Three of the buildings are set against the boundary fence, and another one is diagonally opposite the back of the office. Some of the other bathroom buildings aren't at their allocated stands, and you

IN THE PALM OF THE NORTH. Kosi Bay isn't known for giant resorts, but Palm Tree Lodge is surely one of the largest when it comes to the number of stands. It is easily accessible with a regular sedan and there are many camping options: from private stands with private ablutions, or shared with the greater camping community.





have to walk a bit to get to them.

There's a lovely lawn here and plenty of shade trees. At the single buildings, there's an elevated fire pit with a grid, and the power point (regular household plug) is at your bathroom. There's an open covered patio and dishwashing area, and the numbers next to each door match the number at your fire pit. The toilet and basin are in the open part of the room, and the shower is at the end. A shower curtain stops water from splashing everywhere.

Where the private campsites are in the open, the communal ones are fenced off with a low boundary. Some have plenty of shade. Each has a built-in braai (with a grid) plus a power point.

The group closest to the private campsites has a spacious communal bathroom with plenty of shower cubicles and toilets, and the facilities for the stands at the far end are smaller, with just a shower or two and a washing area.

Next to this is a trampoline and a round swimming pool and a large open building with couches underneath. It's a great spot to hang out if you don't want to be too far from the kids in the pool, and there's even a well-stocked bookshelf if you want to look at something other than your phone.



Briefly | Palm Tree Lodge



Campsite Around 15 general stands plus 13 with private facilities. Most of them have shade.

Ablution facilities Depending on the site, either your own or communal.

Price R230 pppn (R220 for kids 2-12 years) for the private stands, and R200 and R190 respectively for the general ones.

Arrival and departure Not fixed. You may set up camp as soon as your stand is available.

Contact 081 769 8488

info@palmtreelodge.co.za

palmtreelodge.co.za

Nearest town Manguzi, 10,4 km from the Total petrol station.

Road conditions A 3,7 km of dirt road (bad in places), 800 m of tar road, and 490 m of well-compacted two-track sand road to the campsite.

GPS S26.939759 E32.819974

Drive & Camp says This is a large resort for this part of the world, and during busy times, there will be plenty of friends for your kids.



EDEN@KOSI Out of sight

Eden@Kosi is the opposite of Palm Tree Lodge. It's a hidden campsite deep in the bush with just two stands. Our camp neighbours summed it up well: they'll never camp anywhere else but here.

It's for good reason too, because even though the Kosi Bay area is a popular destination, at Eden@Kosi, you're far from the hustle and bustle but still close to all the attractions. Few people know about this place, as it's relatively new and there are no signs pointing to it – even Google is “unaware” of Eden@Kosi...

Drive back from Palm Tree on the short tar stretch and turn right as if heading to the mouth, but 290 m before the T-junction, turn right again. Once you've turned, keep immediately right again. You're on a well-compacted sand road and now drive down a short slope only to drive up another on the other side. If you're not towing, two-wheel drive is sufficient, but with something heavy hitched, you'll dig holes in the road and get stuck. Best to engage all four wheels just in case. The same applies to the slope that will now be behind you when you're on your way out.

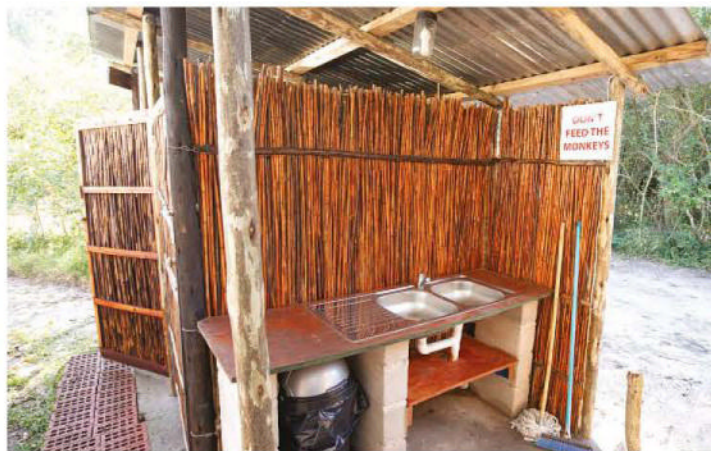
Keep right at the top of the slope; the road makes a final turn around a tree, and the gate is immediately on your left. You're now 400 m from the main dirt road. The gate is locked, but there's a large red bell you can ring to attract attention. Msizi Mahlangu is expecting us. He unlocks the gate and also gives us a key for it.

It's time to fill your lungs with fresh air because you're camping almost off the map where few people will disturb you.



BRING YOUR PEOPLE. The far north of KwaZulu-Natal was once a sandy place, but nowadays you can go almost everywhere with a regular car and caravan.

DESTINATION



Briefly | Eden@Kosi



Campsite Two neat and spacious stands in the bush, partially fenced, with reasonable shade.

Ablution facilities Your own facilities with hot water and good water pressure. It's basic but more than adequate and includes a washing-up area.

Price R600 per night per stand for four people plus R100 pp for the next two.

Arrival and departure No set times.

Contact ☎ 072 581 6907 or 074 582 1869

✉ edenatkosi-bushcamp.co.za

✉ t@sfsacc.co.za

Nearest town Manguzi, 18,5 km from the Total petrol station.

Road condition If you follow the tar road

through Manguzi to 700 m before the Mozambique border post, you'll reach a 2,1 km dirt road, of which the last 400 m is a narrow sand track. Without a caravan, you'll easily manage with a high-clearance vehicle, but if towing something heavy, you'll need four-wheel drive.

GPS S26.878009 E32.841123

Drive & Camp says This is a bush camp you'll easily return to and tell no one where you are. You don't just hear the distant roar of the sea; at night there's the cry of bushbabies, early morning a farm rooster's crow, and during the day, the hoarse call of a loerie in the distance.

One stand is in front of the other. We arrived after our neighbours and pulled into the first one. With a long caravan hitched, you won't be able to go nose first into your stand, as it has only one entrance and a reed fence around it. In front of you, to the left of the stand, there's an open spot with a sign showing it's a parking area. Pull in here, and you'll have space to reverse your caravan onto your stand.

You could easily fit another caravan here plus a dome tent in the opposite corner, as the stand is 18 by 17 paces. There's lovely shade here, but not much grass. That doesn't bother us, though,



NEW IN THE BUSH. New campsites are always welcome, especially if they're as nice and quiet as this. Eden@Kosi truly is a little bit of Eden in KZN.



because Kosi Bay is a sandy world, and a woven ground sheet does the job. The surface is also fairly level. The freestanding steel braai has its own grid.

The reed building to the left of the stand is your bathroom, and the hot water comes from a donkey boiler that Msizi keeps stoked. The building has a tin roof and a concrete floor, with an opening between the roof and panels, just higher than your crown.

The toilet has its own cubicle, with the shower and basin next to it. The shower is open, and there's a full-length mirror next to it. The dishwashing sink is at the far end. It's open – still under the roof

– with a light above that automatically comes on at sunset.

The power point is for regular household plugs and is right across from the outside sink with a tap next to it.

The second stand borders your far fence and also has its own bathroom.

A colourful sign directs you as you drive through the gate, pointing to the campsites on one side and Forest House on the other.

Forest House is at the far end of the property if you prefer not to camp. Just past the house is a new plunge pool that campers may also use. The bottom sign at the gate reads "Cozybay".

WIN A BREAK!

Here are four fantastic establishments that each offer our readers a chance for relaxation – and you can sign up for all of them.

Closing date: 30 November 2024

The Northern Cape is an unforgettable place. From sunsets to wildlife and wide open plains, it's a place that stays with you forever. This collection of lodges are all located near or on the way to the Kgalagadi Transfrontier Park and each one offers a unique Kalahari experience. The Northern Cape Famous Lodges are a collection of lodges that ensure your stay on the road and in the Northern Cape and the Kgalagadi is a quality experience.

KALAHARI LIFESTYLE LODGE, Upington

If you drive into Upington from Johannesburg, this five-star destination is your first stop and the ideal place to overnight. Here you get breakfast and lunch packs, they will fill your coffee flask if you ask, and on top of that, every guest gets a braai broodjie or freshly baked bread upon arrival! The Silver Spoon Bistro serves breakfast every morning, and you can also order it to your room. Services include car wash, laundry and free Wi-Fi. The private swimming pool and large chess set attract everyone to the beautiful gardens. They also offer conference facilities.

One lucky reader can win three nights camping for four people (two adults and two children), which includes dinner and breakfast. To enter, SMS KALAHARI LODGE with your name, surname, address, and contact number to 35121. SMSes cost R1,50* Terms and conditions apply.

LETSATSI LIFESTYLE LODGE, Vanrhynsdorp

Letsatsi is the Sesotho word for "place of the sun". From cocktails on the hill to a delicious breakfast, this 4-star lodge is the ideal stop on the N7 between Cape Town and Springbok, Upington or Namibia. There are glamping tents, luxury double, single and family units available, as well as 5-star campsites. Each unit has a braai area, and the campsites have lovely grass to stand on.

One lucky reader could win three nights luxury tent accommodation for four people (two adults and two children), which includes dinner and breakfast. To enter, SMS LETSATSI LODGE with your name, surname, address, and contact number to 35121. SMSes cost R1,50* Terms and conditions apply.



TO ENTER

To enter, send an SMS with the name of the prize you want to win, your name and surname, address, and contact number to 35121.

For example: LETSATSIL LODGE, JAN VAN DER MERWE, 3 Holiday Street, Durban, 082 123 4567. You may enter for each establishment's prize, but each entry requires a separate SMS. SMSes cost R1,50.

Terms and conditions apply.



MOLOPO KALAHARI LODGE, Askham

Molopo Kalahari Lodge is located in the Green Kalahari, just 60 km from the Kgalagadi Transfrontier Park. It's a three-star lodge with self-catering units and campsites available. There is also the opportunity to go sandboarding and explore the nearby sand dunes. With luxury chalets that have air conditioning and en suite bathrooms and campsites with electricity and private bathrooms, this is the ideal family holiday.

One lucky reader can win three nights camping for four people (two adults and two children), which includes dinner and breakfast. To enter, SMS MOLOPO LODGE with your name, surname, address, and contact number to 35121. SMSes cost R1,50*

Terms and conditions apply.

RED OX STEAKHOUSE, Upington

The Red Ox Steakhouse stands in the heart of Upington, with seating on the deck that offers a panoramic view of the Orange River. The comfortable, luxurious furnishings create a regal feel, perfect for enjoying a meal fit for a king: interesting local dishes, the signature cuts of meat one would want at a good steakhouse, and a variety of à la carte menu options. In addition, there is a wine list that has been handpicked in the Cape Winelands.

One lucky reader can win a lunch for six people worth R3 000 at this delicious eatery.

To enter, SMS RED OX with your name, surname, address, and contact number to 35121. SMSes cost R1,50*

Terms and conditions apply.



See more at www.ncfamouslodges.com.

Or send an email to info@tshahitsilodge.co.za or call (054) 333 1126.

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*Free SMSes do not apply.

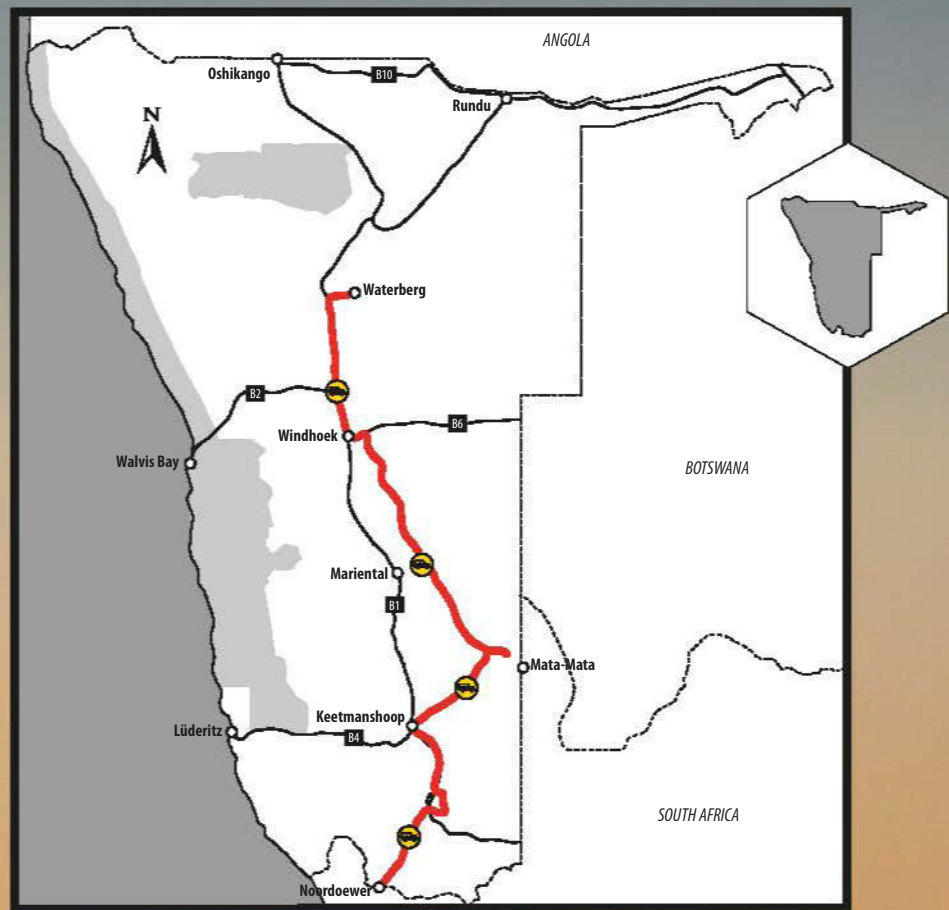
**go!
Drive&Camp**

Make your way to *the Waterberg*

The eastern part of Namibia with its Naukluft National Park, Fish River Canyon and Skeleton Coast is less well-known than the west. We take the back roads through the Kalahari, to the interior, ending our tour in northern Namibia.

Words and photos **Cyril Kloppe**





In just two days on the road, we travel from the South African border, over the Karas Mountains, through the blood-red dunes of the Kalahari, past a bustling Windhoek, and up to the green Waterberg Plateau. This covers a distance of approximately 1 500 km, taking you to the north of Namibia, where there are fewer overseas tourists in hired bakkies, and true adventurers cross your path. Fasten your seatbelt and join us for a ride!

We set off from the banks of the Orange River, or the Gariep as it is known around these parts. We spent last night at Bundi on the Namibian side of the border, though there are other campsites along the river such as Felix Unite Provenance (☎ felixunite.com) and Amanzi River Camp (☎ amanzitrails.co.za). We recommend setting aside an extra day to take a half-day tour on the river with inflatable boats – longer tours are also available. At least eight people need to join for the tour, and it costs R1 500 per person (young people get discounts depending on their age). Spent the rest of the day on the 4x4 route through the nearby Tandjieskoppe. The Bundi team will show you where the route begins and where to stop to see the most interesting rock formations and German war graves.

Then it's time to tackle the B1 highway north. About 5 km before the town of Grünau, there is a farm stall called Die Vleisstal (S27.75949 E18.34483). It belongs to the guest and hunting farm Namgate, and here you can buy excellent Namibian game meat, pies and even ice cream. Die Vleisstal is open from Monday to Saturday, 08:00 to 18:00. Another option is Toekies Deli next to Grünau's petrol station. Toekies sells food you can take on the road, including a sheep fat kaiings-and-syrup sandwich (N\$78) and game pie with chips (N\$55). Toekies opens every day from 07:00 to 20:00. You can place orders at both stalls by emailing ☎ vleisstal@gmail.com or ☎ willla@toekiesdeli.com.

Refuel at Grünau's petrol station and follow the B3 east. We could have stayed on the B1, but then we'd arrive too early at our destination and miss the scenic backroad. After just 900 m, we turn left onto the D270 gravel road, following it past the quiver tree forests of the

Gaiserecke Mountain until the road ends 35 km later at the D203 dirt road.

Here, we turn left again and drive through a beautiful gorge, alongside the dry bed of the Hom River, before rejoining the B1 main road. You've driven an extra 50 km, but you'll agree it was much more scenic than the busy B1.

Now we must stick to the B1 tar road, as we still have about 400 km to drive. Stop at Keetmanshoop to buy vegetables, bread and other fresh supplies – there's a Spar supermarket on the corner of Mittel Street and 4th Avenue.

If you have time, do quickly pop in at the Keetmanshoop museum. It's in the old church building on Sam Nujoma Avenue and houses a collection of old cameras, sewing machines, typewriters and phones. It's open on weekdays from

07:30 to 16:00 and costs N\$25 per person (closed on weekends).

Follow the B1 for 1,5 km out of town and turn right onto the C16 regional road. After just 800 m, turn left onto the M29 gravel road towards Koës. Eventually, you'll pass a guest farm called Quiver Tree Forest Camp with, you guessed it, a quiver tree forest, where you pay an entrance fee to get a closer look at the trees (S26.48606 E18.23857). You're free to pay, of course, but we must mention that you'll see plenty more quiver trees on this trip – for free.

If you're an avid photographer, we highly recommend spending the night at the camp. You can take epic sunset or starry sky photos with the trees. Owner Coenie Nolte reckons he has the densest collection of quiver trees in the world.

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We recommend setting aside an extra day to take a half-day tour on the river with inflatable boats

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WET & DRY. The Orange River at Bundi flows slowly by (left and opposite). You'll see plenty of quiver trees (above) on your way to the Kalahari Game Lodge (bottom).



At the border

To cross the border, you'll need the following documents: passport, birth certificate for children under 18, driver's licence, ZA sticker and your vehicle registration document (or a letter of authorisation for your vehicle and trailer).

You're not allowed to bring any meat other than the canned variety. Vegetables and fruit are mostly prohibited, but it's unlikely the authorities will confiscate a few apples or a small bag of tomatoes.

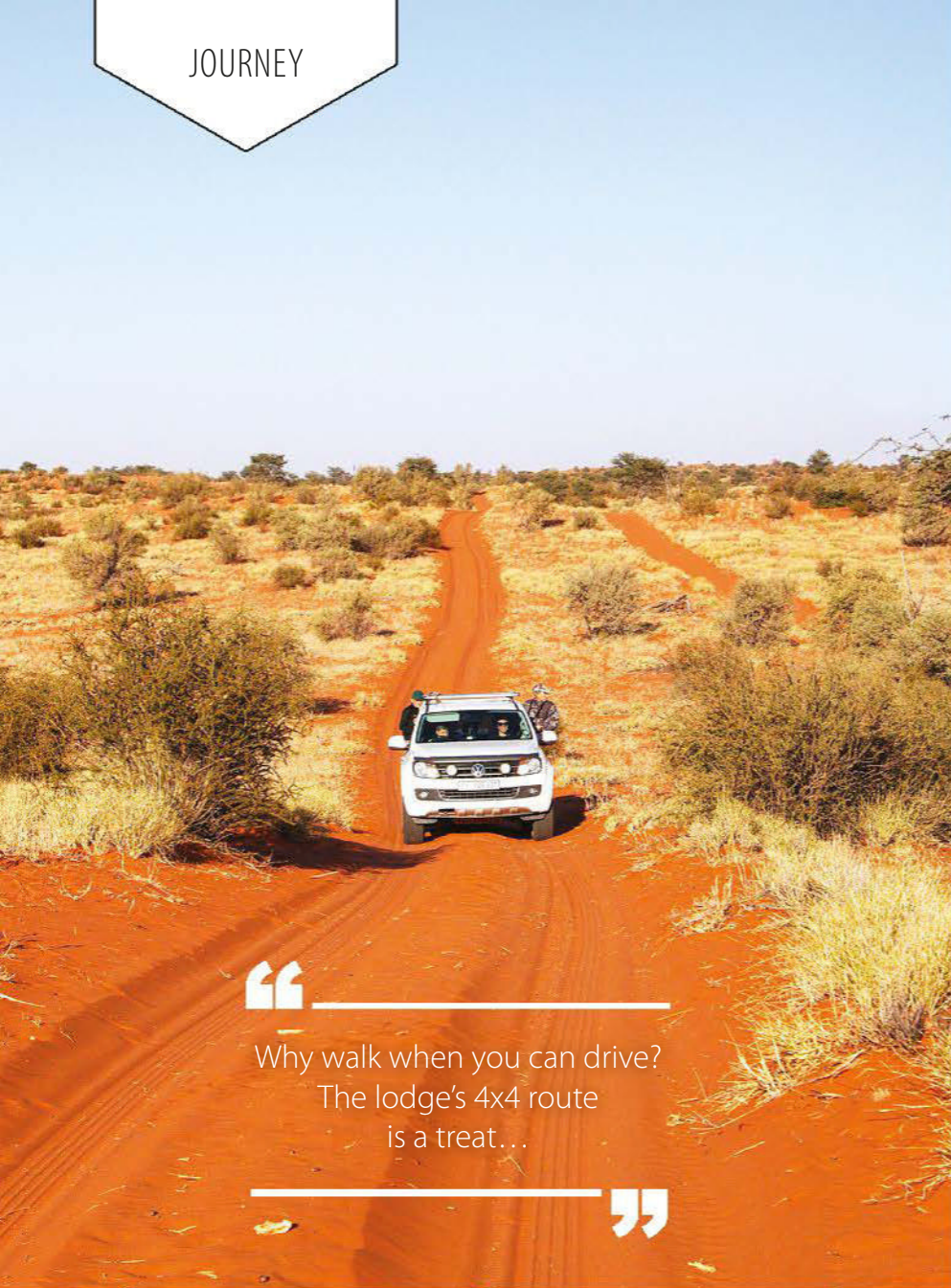
A border permit is mandatory and costs N\$445 per SUV and N\$283 per off-road trailer. The permit is valid for three months.

Bring your own pen and be polite, even if a customs official is grumpy. If you get frustrated and make complaints, you'll only be treated worse.

Speaking of paperwork – get a Gondwana Card. It gives you discounts at several reserves and campsites, much like South Africa's Wild Card.

Contact  gondwana-collection.com





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Why walk when you can drive?
The lodge's 4x4 route
is a treat...

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We, however, continue along the gravel road, which now becomes the C17/M30, passing rock formations called Giant's Playground (S26.46411 E18.26964). Huge rocks lie scattered here, almost as if a giant child had been playing with oversized Lego blocks.

About 20 km later, there's another interesting stop: the Mesosaurus Fossil and Quiver Tree Dolerite Park (S26.40600 E18.47643). This guest farm also has a quiver tree forest (owner Giel Swanepoel says his trees grow closest next to one another in all of Namibia).

The main attractions here, however, are the footprints and fossil of a mesosaurus – a crocodile-like reptile that lived 290 million years ago. It was a common animal that existed all over

the world, but the specific mesosaurus species found here is also found in South America and nowhere else, further convincing scientists that the continents were once snugly connected.

We eventually arrive in Koës. There's a petrol station, a supermarket, Agrimark and a charming coffee shop called Moertoe. It's worth a visit, as owner Frida Barnard's baked cheesecake is absolutely delicious.

By the way, the town's name is pronounced “koi's” – like those fancy Japanese fish – not “koes”.

Continue along the C17/M30 and turn right onto the C15/M33 gravel road – signposted to Mata-Mata border post and Kalahari Game Lodge, our accommodation for tonight.



The Kalahari Game Lodge's main gate (S25.66471 E19.87605) is 20 km from the border post, and you'll need to open the gate yourself and close it behind you. The lodge's manager, Charmaine Beeslaar, warmly welcomes you when you arrive, and your teenager will immediately be shown how to access the free WiFi.

The lodge has a great social area with a bar, restaurant, laundry service, swimming pool and a shop selling souvenirs. As for accommodation, there are eight luxury chalets, each with its own bathroom, ceiling fan, air conditioning, mosquito nets, a coffee station and a mini-bar fridge. Each chalet has two three-quarter beds, so it's not ideal for families unless you book two or more chalets. However, if you have just



RED. Technically the sands of the Kalahari is bright orange, but when the late afternoon sunlight catches the dunes, they do indeed appear scarlet red, making the Kalahari Game Lodge worth the visit.

one young child, Charmaine will arrange a small camp bed in the corner of the sleeping area.

In our opinion, the campsite is the most enjoyable option. There are six spacious stands under shady trees, right by the dry bed of the Auob River. Each has its own ablution block and outdoor kitchen, and the braai come fire pit is flat on the ground, just as it should be in the Kalahari. There's no electricity – only solar-powered lights – while a donkey boiler provides hot water. Wood for the donkey is provided, but you'll need to buy braai wood at R100 per bundle. One bundle should be enough for a braai, but get two bundles – a bonfire after the braai is just too good to miss.

We camped here in July and should warn you that it gets icy cold at night. Wear a thick jacket and two pairs of shorts if you plan to sit by the fire until late, and make sure you have two sleeping bags per person when you're ready to turn in.

You'll undoubtedly want to spend at least a full day here, as there are 55 mammal species – including brown hyenas and eland – and 185 bird species, with various types of vultures and eagles. In the past, there was a lion park here, but the big cats were recently sold. Charmaine assures us it's 100% safe to walk through the 40 000-hectare reserve, but be on the lookout for snakes.

Why walk when you can drive? The lodge's 4x4 route is a treat, and we reported on it in the previous issue – see *Drive & Camp #62*. Briefly, the circular





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It's a beautiful road, but it's slow, and we want to be at Waterberg before dark

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route is 22 km long, and you're not allowed to drive faster than 40 km/h. It will take you just over an hour if you don't stop to look at wildlife.

After a day or two at Kalahari Game Lodge, it's time to continue our journey. The nearest petrol station is 20 km away, at Mata Mata. The Namibian border post will take your passport as security (without stamping it) and allow you through to to fill up. You'll get your passport back when you report back to the Namibian border post.

Now, drive back along the C15/M33 the same way you came in two days ago. Instead of driving all the way to Koës, we veer north toward Stampriet. Along the way, you'll pass two memorials – the first at coordinates S24.94594 E18.84767 and the second at S24.67467 E18.66511. They commemorate two battles from the German-Herero conflict that took place

at these spots. More on this later...

At Stampriet, there's a petrol station (if you didn't fill up at Mata Mata). Here, you must decide whether to continue along the C15 gravel road or detour onto the B1 highway. The C15 eventually takes you to Klein-Nauas's German fort and over the Nauasfort Pass. It's a beautiful road, but it's slow, and we want to be at Waterberg before dark – our final destination.

So, we turn off onto the C20 gravel road at Stampriet and join the B1. The first village is Kalkrand (not much happening here), followed by the larger Rehoboth and then Windhoek.

Before entering the capital, you'll spot Heroes' Acre on the right-hand side of the road (S22.65486 E17.07876). It's a massive monument inaugurated in 2002 by former president Sam Nujoma. The structure was designed by a team of North Koreans, and its most striking feature is an eight-metre-high sculpture

of Sam Nujoma, although it's officially called "The Unknown Soldier." Entry costs N\$60 per person (N\$50 for Namibians).

We decide we don't want to enter the city and therefore stay on the B1, which bypasses Windhoek to the left. The next town is Okahandja, with plenty of fuel stations and supermarkets. Okahandja is considered the "administrative capital" of the Herero people, and in August, festivals are held in remembrance of the Herero who died in the colonial wars.

Return to the B1 and follow the road towards Otjiwarongo. After about 150 km, you'll find a sign directing you left onto the C22 tar road, towards Okakarara. Drive over the Omuwerumepoort Pass – 41 km after leaving the B1, take the turnoff onto the D2512 gravel road towards Waterberg Plateau National Park. The plateau's edge is an enormous rock wall to the left of the road. You can use the park's camping facilities, but we're



LEGACY. The statue at the Heroes' Acre looks like someone we have seen before... (right) You'll find memorials to the German-Herero War (below) dotted all across Namibia, as well as other signs of conflict, but it's a peaceful and safe place right now.



heading for a private reserve, Waterberg Wilderness (S20.48126 E17.31426), on the edge of the park. It's on the farm Otjosongombe, purchased in 1911 by Friedrich von Flotow. Friedrich was the son of a famous German composer with the same name, so the Von Flotows' family tree is well-documented.

Friedrich von Flotow initially farmed vegetables and citrus, and his wife, Margerete, bore him five sons and one daughter. Their eldest, Adolf, took over Otjosongombe in 1952 and converted it into a cattle farm. Adolf and his wife – we couldn't find any records of her name – had no children, and shortly after Adolf's death in 1971, his unknown widow sold the farm and moved away.

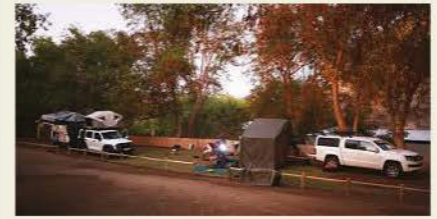
Adolf's parents, Friedrich and Margarete, Adolf himself, and his brother Jurgen and his wife Hildegard are all buried near the original homestead. Otjosongombe changed hands six

times until Friedrich von Flotow's great-grandchild, Joachim Rust, bought it in 1999, restoring it to the family lineage. Joachim and his wife, Caroline, immediately turned Otjosongombe into the Waterberg Wilderness Reserve and converted the homesteads into lodges. Their three children likely had to solemnly promise never to let Otjosongombe out of the family again.

Today, there are three lodges and two campsites. The Waterberg Plateau Camp is near the reception building and has 16 stands, each under cover, table, chairs, braai area and private ablution facilities. These include a basin, toilet and shower – hot water is supplied by a donkey boiler. The stands are spaced far apart, so you and your neighbour won't be encroaching on each other's space.

About 2 km further into the gorge is Anderson Camp, with four stands. These are closer together and offer far more

Our overnight stays



Bundi

There are 22 chalets that can accommodate 58 people. The campsite has five spacious stands, each with a braai area, rubbish bins, electricity (standard three-pin plugs) and taps. Bundi warns that the water is drawn from the river and is not suitable for drinking – so bring your own.

Price N\$210 per person per night for camping.

Contact ☎ 021 975 9727 ✉ info@bundi.co.za
📍 bundi.co.za



Kalahari Game Lodge

The lodge has eight chalets, each with its own bathroom, air-conditioning and mosquito nets. Each chalet accommodates two people, but a camp bed for a small child can be arranged. The campsite has six stands, each with its own ablution block and outdoor kitchen. There's no electricity, and a donkey boiler is used for hot water.

Price N\$302 per person per night for camping.

Contact ☎ 00 64 63 252 052

✉ reservations@kalaharigamelodge.com
📍 kalaharigamelodge.com



Waterberg Wilderness

The Waterberg Plateau Lodge has eight rondavels, each with one double bed; the Waterberg Wilderness Lodge has nine rooms with double beds plus three family rooms; the Waterberg Valley Lodge has nine tent houses, each with a double bed. All three lodges have a restaurant, electricity, and free WiFi. There are a total of 20 stands at the two campsites, but no electricity, and the local baboon troop can be a nuisance.

Price N\$400 per person per night for camping.

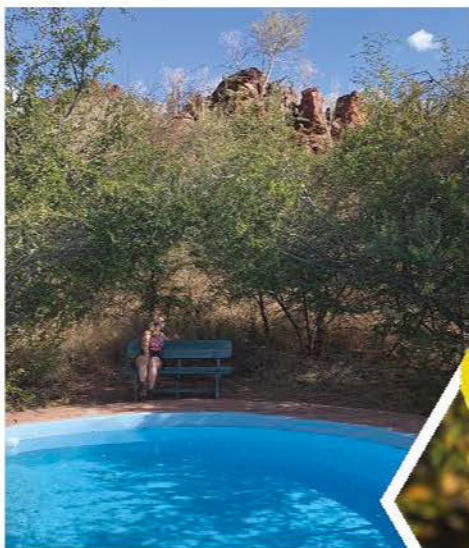
Contact ☎ 00 64 067 687 018

✉ info@waterberg-wilderness.com
📍 waterberg-wilderness.com

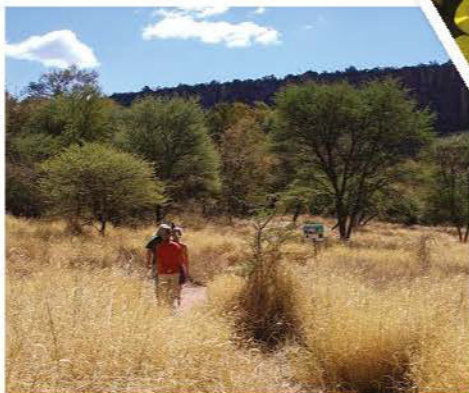
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The three lodges each have a restaurant and free WiFi, though the latter is slow and limited

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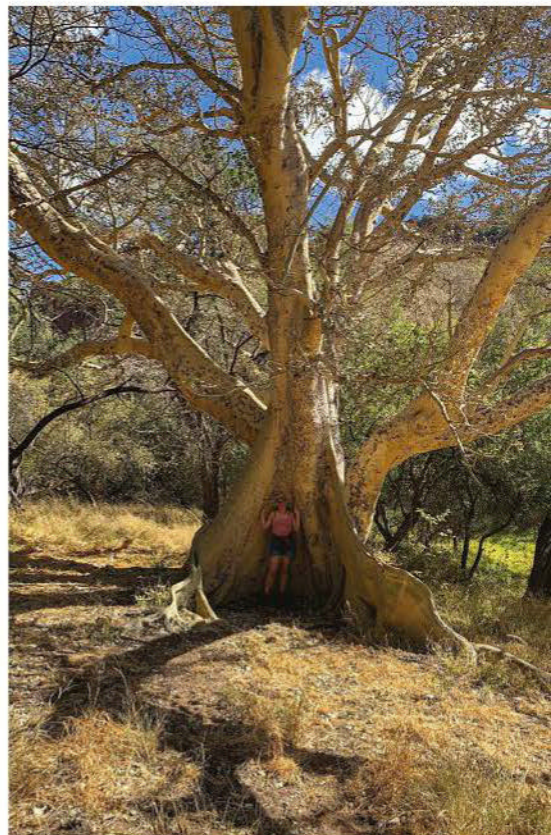
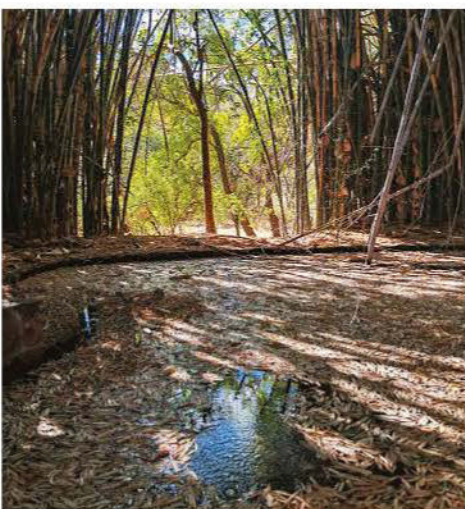
PLATEAU. You'll remember the Waterberg for its jagged cliffs and many fountains, and also for the diverse fauna and flora. A proverbial Eden in a otherwise arid land.



shade. It's a suitable option for a group of friends. Both campsites have swimming pools, but neither has electricity.

The three lodges each have a restaurant and free WiFi, though the latter is slow and limited. The main reason you'll want to visit Waterberg Wilderness is the walking trails and wildlife. There are hundreds of bird species and all kinds of antelope. You can also go on foot to search for rhinos by hiring a guide (N\$1 000 per person). Unfortunately, you can't undertake a game drive with your own vehicle, so if you want to explore the park thoroughly, you'll need to join a game viewing vehicle in the afternoon (N\$1 050 per person).

The walking trails are definitely worth it. The Porcupine and Fountain trails are each 1 km long, and both end at a fountain deep in a gorge. By the way, the Waterberg's many fountains aren't fed by underground rivers but by clouds that frequently gather over the mountain range, delivering an annual rainfall of 580 mm. The spongy sandstone of the Waterberg slowly releases the water,



Land of strife

The area now known as the Republic of Namibia was originally inhabited by Khoisan tribes: the San, Nama, and Damara. In the 14th century, Bantu tribes, including the Herero and Ovambo (collectively the OvaHerero), began migrating south from central Africa, displacing the Khoisan, often with violence.

From the late 18th century, the Oorlammers (Namas from the Cape Colony) crossed the Orange River and settled in what is now southern Namibia. Their encounters with the northern Namas were peaceful, and even the Rhenish missionaries who accompanied the Oorlam were well received. As they moved farther north, however, the Oorlam clashed with the OvaHerero around Windhoek, Gobabis, and Okahandja, who resisted their encroachment.

During this time, European traders supplied firearms to both parties, and it was inevitable that the Nama-Herero War would break out in 1880. The Herero, being greater in number, managed to push the Oorlam back. Hostilities only subsided after the

German Empire, at the request of the Rhenish missionaries, deployed troops to the disputed areas.

Things had barely calmed down when Otto von Bismarck, the chancellor, declared in 1884 that *Deutsch-Südwestafrika* would henceforth be a German colony. Settlers poured into the country, and their brutal treatment caused the Herero and Nama to take up arms against their oppressors in 1904.

General Lothar von Trotha, tasked with quelling the uprising, ordered his troops to entirely exterminate the Namas and Hereros. Germany forbade Von Trotha from committing genocide, but the general ignored the order, slaughtering approximately 10 000 Namas and 65 000 Hereros. By the time Germany reined in Von Trotha, 50% of the Nama population and 80% of the Herero population had already been killed. The survivors who didn't escape across the Kunene River into Angola were enslaved.

The Union of South Africa's army drove the German forces out during World War I, and South Africa took the land and its people under its protection, renaming it South West Africa.

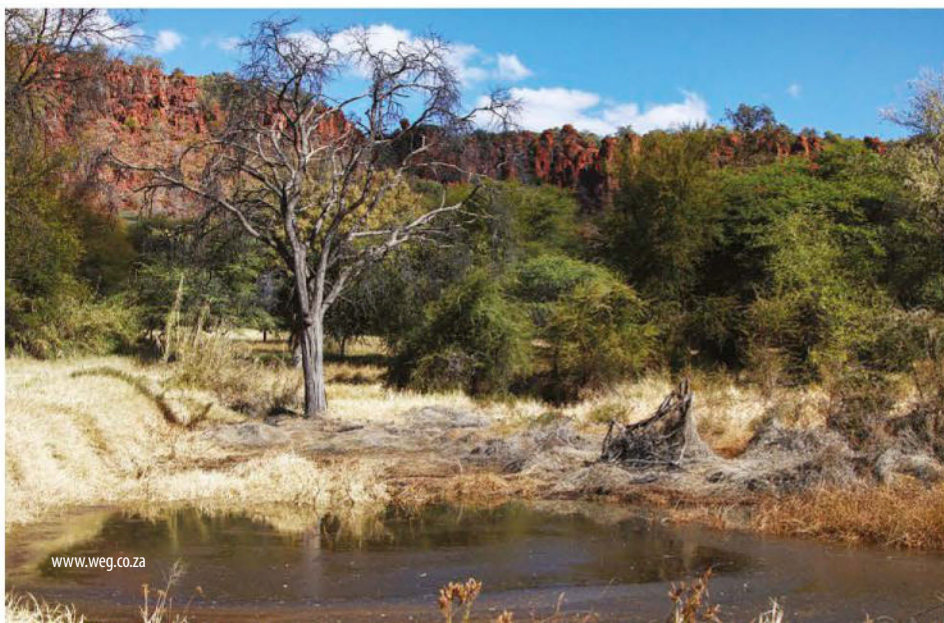
When the United Nations was established after World War II, South Africa was asked to grant Namibia independence, but the apartheid government flatly refused – and a new conflict was inevitable.

Fighting broke out in 1966 between Sam Nujoma's military group, SWAPO – consisting mainly of Herero and Ovambo freedom fighters – and the South African army, resulting in a war that would ultimately last 23 years.

By the 1970s, the Border War was in full swing, and the death toll eventually stood at approximately 2 500 South African troops, 11 000 SWAPO fighters, and 1 000 innocent Namibian civilians.

In 1988, the South African government (the National Party) realised that the war had become increasingly unpopular among all South Africans and they agreed to allow the United Nations to mediate peace.

UNITAG forces replaced South African troops to prevent a civil war from breaking out between Hereros, Namas and white settlers, and on 21 March 1990, Namibia finally gained its independence.



keeping the plateau wet and green throughout the year.

Care has been taken to label each tree species with informational signs. Be sure to look out for the weeping wattle (*Peltophorum africanum*), whose sap drips like tears from young branches, and a rare sycamore fig (*Ficus sycamorus*) towering 45 m above you.

Tonight, you sit by your campfire, reflecting on the wide waters of the Orange River, the red dunes of the Kalahari, the rugged Khomas Mountains around Windhoek, and this place, 1 000 m above sea level, where bubbling springs bring life to an otherwise arid landscape. Cheers to you, Namibia! 🍷

Breathing thunder

Mazda's new CX-60 crossover now comes with a big turbodiesel, bucking the trend towards hybrid and electric. To celebrate the company's against-the-herd thinking, we headed to the Northern Cape, unheralded, empty and full of determinedly individual souls.

Words and pictures **Peter Frost**

What do you do to test a big-bore diesel locomotive? You go on tour, obviously. And if you're smart, you head to the emptiest, most alluring roads in the country. That would be the Northern Cape, which presented a great opportunity to finally visit Riemvasmaak, those iconic hot springs just the other side of Augrabies Falls. On the way, we planned to check in with old friends at Hantam Huis in Calvinia and make some new ones on Kanoneiland and in Springbok.

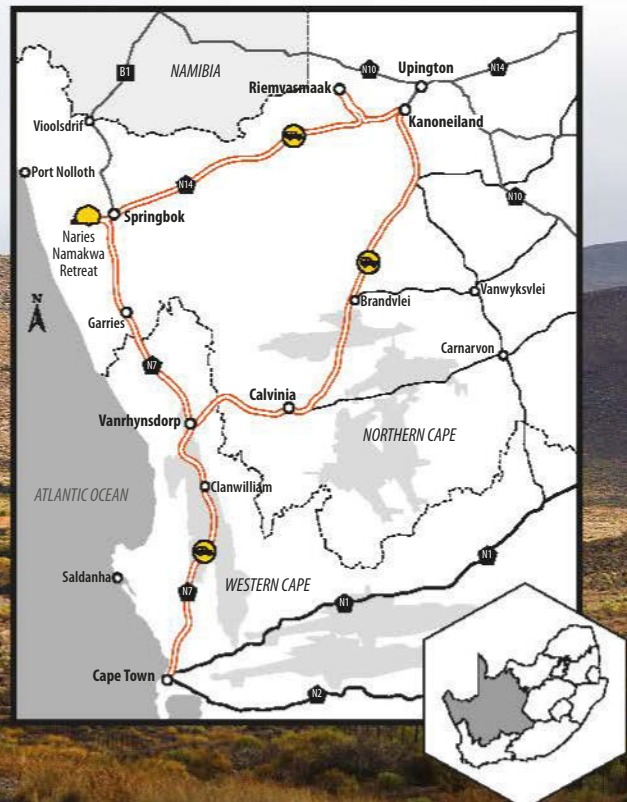
We headed up the N7, climbing the Van Rhyns Pass towards Calvinia. All too soon, the Beethoven-fuelled first leg was over, and Alta and Erwin Coetzee welcomed us into the antique-rich interior of Hantam Huis. The couple have been buying, restoring and dressing (for 'furnishing' doesn't do them justice) historic houses in the town for decades and now have a collection to be immensely proud of. Ask for the Dorpshuis, and you get the chance to step back 150 years, with all the quiet, grace and solidity that entails.

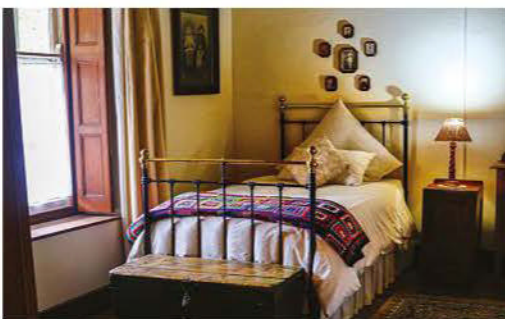
The Rupert House is equally charming (the famed family still farms in the area), as is the evocatively named Knechte Kamer with its thatched roof and original cedar beams. Dinner

in the Hantam Huis' main building, just across the road from the giant post box, is an experience – part Karoo (lamb, lamb, lamb) and part colonial affair (silverware, candles, Victorian Ouma and Oupa staring down at you from the wall portraits).

We bid farewell to Alta and all that Hantam history and headed into the Big Nothing. The journey from Calvinia to Upington is one of those stretches that every South African should drive once. The legendary R27 bisects a series of pans and seems never to end.

The tiny towns of Brandvlei and Kenhardt appeared almost as mirages, there and then suddenly gone, wide spots in the road kept alive only by the solar projects now dotting the interior. In stark contrast, the Orange River at Kakamas





TOP: Ask for the Dorpshuis and you get the chance to step back 150 years, with all the quiet, grace and solidity that brings. BELOW: So what do you do to test a big-bore diesel locomotive? You tour, obviously. And if you're smart, you head to the emptiest, most alluring roads in the country.

came as a surprise. The river, no longer seasonal due to the dams, delivers green abundance through the desert. It's relatively busy up there, with the ever-migrating Joburgers reaching farther and farther west from the Rand.

The African Vineyard Hotel, run by Elmarie and Theuns du Bruin (he's a relative local, hailing from Van Zylsrus) was a delightful surprise: an oasis of lush green gardens and intriguing architecture hidden among the camel thorn and fever trees. Elmarie has a passion for the arts, so regular concerts are held on the expansive lawns under the lemon trees and Nataniël was about to perform when we arrived. As for the food, Jaco Kriel, who spent seven years at Babylonstoren's Babel, serves a menu that fuses traditional platteland pleasures with big city attention to detail and plating. Spend a couple of days in the oasis, and it's easy to lose track of time – and the wider reality – that you really are on the Kalahari Desert's doorstep.

Which is why a trip to Riemvasmaak is essential. The hot springs are an hour from Kakamas down a decent dirt road. Decent, that is, until you reach the actual canyon. Then it gets all kinds of terrifying as the track plummets down a series of hairpins towards the dry Molopo River.

You should really be driving a 4x4 rig here, but our all-wheel drive test vehicle did a splendid job, acing it, in fact, without so much as a murmur. Once down there, it's the setting that you'll remember as much as the hot spring – cliffs for eagles and leopards, rock patterns that would be the envy of artists everywhere, a soundtrack laid down long before any voice ever accompanied it. That beautiful, cleansing, dry Kalahari



Where we stayed



Hantam Huis, Calvinia

Restaurant and historical accommodation.

Price From R950 pppn.

Contact ☎ 027 341 1606 📧 hantamhuis@calvinia.co.za 🌐 calvinia.co.za

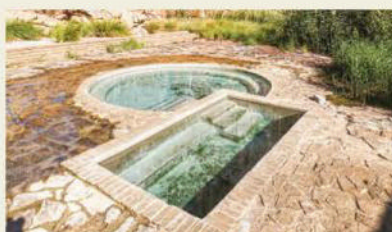


African Vineyard, Kanoneiland, Upington

Hotel and Spa.

Price From R1 492 per night for two.

Contact ☎ 060 503 8449 📧 reservations@africanvineyard 🌐 africanvineyard.co.za



Riemvasmaak Hot Springs, Augrabies

Beautiful campsite on the banks of the Molopo River.

Price On request.

Contact 📧 riemvasmaak.co.za/riemvasmaak-hot-springs



Naries Namakwa Retreat, Springbok

Naries is a beautiful and romantic hideaway on the edge of the Spektakelberg.

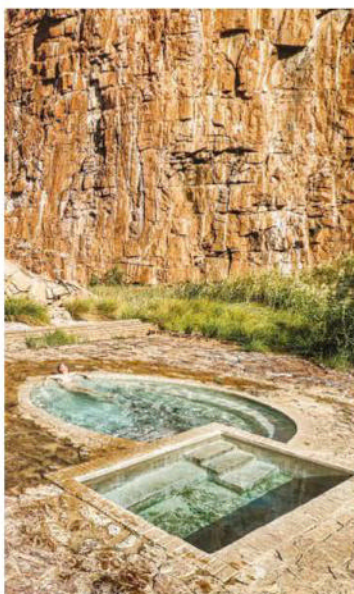
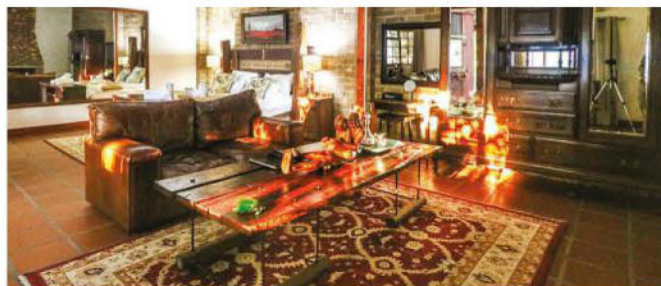
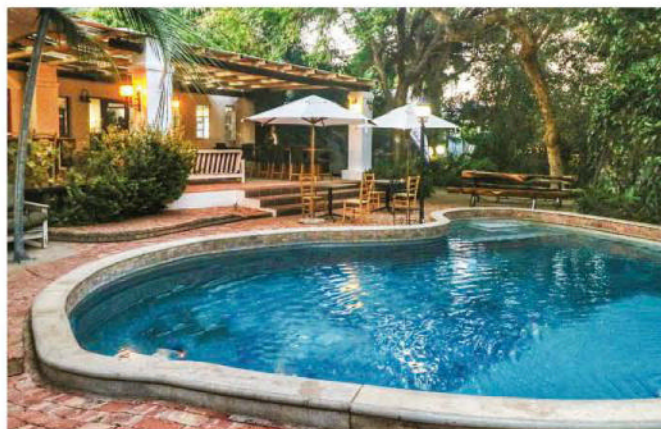
Price From R2 250 pppn sharing.

Contact ☎ 027 712 2462

📧 reservations@naries.co.za 🌐 naries.co.za



ABOVE: Jaco Kriel, who spent seven years at Babylonstoren's Babel, serves a menu that fuses traditional platteland pleasures with big city attention-to-detail and plating. BELOW: The hot springs, that beautiful, cleansing, dry Kalahari wind, the endless horizons – it's all very eternal, enough to neutralise two stained decades in a 135-million-year-old story.





“

Sit on the porch, watch for eagles and gemsbok among the granite boulders...

”

RELAX. Heaven for those who value silent blue-black nights lit only by the Milky Way.



wind, the endless horizons – it all feels very eternal.

Back on the road, west of Riemvasmaak, everything got supersized quickly: Canada-sized skies, vast fenceless fields, nut-brown granite boulders to dwarf the Matopos in Zimbabwe. It was here, between Springbok and Kleinsee (just before the Spektakel Pass on the tarred R355) that Paarl entrepreneur Dannie de Wit's childhood farm, Naries Namakwa Retreat, delivered the trip's biggest surprise. The three mountain suites, crafted entirely of thatch, evoke the Nama beehive homes of yesteryear. Sit on the porch, watch for eagles and gemsbok among the granite boulders overlooking the Spektakel Pass, and life feels like it couldn't get any better. But hike the reserve, trek through fields of flowers in season and it just might. For those who value silence and blue-black nights lit only by the Milky Way, this is heaven.

Two thousand kilometres later, we were ready to head home, chasing the early winter weather to Cape Town. It wouldn't have taken much to convince us to turn around and do it all again, however. ●

What we drove

In an era of small-capacity petrol and electric cars, Mazda has thrown the rule book out the window and gone with science. By creating a 3,3 litre turbodiesel CX-60, they've recognised that a low-stressed, large-capacity engine is more efficient than a high-stressed, small one. And on the road, it's a pleasure with tonnes of grunt at your disposal. Because this is Japan at its best, it's as smooth and efficient as you'd expect. Mazda has been the frontrunner in producing bulletproof, beautiful and interesting cars for a decade now, and this must be one of its best.

Mazda's top-of-the-range CX-60 3.3 AWD Takumi turbodiesel features all-wheel drive and every conceivable extra expected of a contemporary,

luxury crossover SUV. Its raison d'être is fast, fuss-free cross-continent touring, which it accomplishes efficiently (just 7 litres/100 km thanks to the mild hybrid setup) and in considerable comfort. Its suspension and steering are tuned for dynamic driving, making passes and twisty roads a pleasure, and inside, the infotainment is logical and well laid out. There's no touchscreen; rather, the menus are accessed by means of a rotator knob. Space and finishing are excellent, as is noise insulation. On gravel, it is a confident companion; the smart all-wheel drive system automatically sends power to whichever wheels need traction. For more details see mazda.co.za





Rocky retreat

Snug against a granite koppie in the North West, nestled among Bushveld trees and bush, lies a campsite where you can unpack and forget the world. Welcome to Rotsinbos.

Words and photos **Helenus Kruger**



Against a rock and between the bushes – that’s exactly what Rotsinbos (Afrikaans for rocks in bush) is all about. Though, initially, after passing through the main gate, you might wonder where the rocks are. The bush is pleasantly dense, but the landscape is still as flat as a pancake, just like the vegetable fields you’ve recently driven past.

An impala and a warthog by the roadside signal that you’re likely now in a game reserve. After driving 2 km through the game reserve, you stop at the campsite’s gate, and a bit farther on, you see a koppie with rocks peeking out here and there through trees and bushes.

The natural scenery is almost

surprising. Even in winter, when the grass is yellow, there are still plenty of lush green trees standing out above the dull winter grass.

Once you’re through the gate, you meet Dawn Solyom at reception. By this time, it feels as if you know Dawn personally – her communication with guests the week before their arrival is excellent. You’re kept informed via WhatsApp messages about everything you need to know – from which campsite has been allocated to you, the gate codes, game drive times, and even the weather forecast.

When you make a booking, she’ll also ask how you’re camping, just to ensure you get a campsite big enough for your caravan. Feel free to ask when booking



if you can bring your four-legged family along: dogs are allowed, but you must arrange this in advance.

Dawn explains that she and her husband, Mike, bought Rotsinbos two-and-a-half years ago. At that time, it was just a game farm with a few self-catering cottages. They immediately started laying out the campsite, and six months and a lot of blood and sweat later, the first 19 stands were ready for visitors.

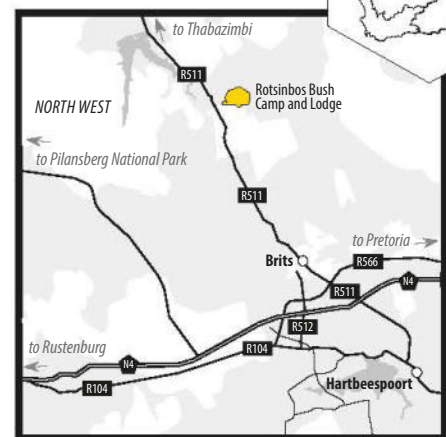
Before heading to your campsite, take a quick peek into the camp shop next to reception. Here you'll find homemade salami, farm butter, and marula braai sauce, as well as regular camp shop items including wood, ice, and basic groceries.

The camp's 35 campsites are grouped

into three blocks. Block A is closest to reception and the swimming pool, and has communal ablution facilities. Block C enjoys the luxury of private ablution facilities, and Block D is where you should go if you want to camp alone and experience a unique bathroom right up against the rocks.

The camp is rich with trees; they provide ample shade. The strips of wild grass and trees between the campsites ensure privacy at most of the stands. There's no grass on which to camp here, as you're in the bush, after all.

For friends who want to camp together, there are a few campsites adjacent to each other. Discuss this arrangement in advance with Dawn.



Each stand has its own freestanding braai with a grid. With all the grasses, veld fires are always a danger, which means you need to keep an eye on that campfire when the wind blows – and extinguish the coals before bedtime.

Apart from Block D, which has no electricity, all the sites have a regular household socket plus a tap, a camping light that can be turned off and a bin.

Block A has 13 stands, with the first five scattered among the trees on the left side of the road, away from the koppie. At stands 6, 7, 8 and 9, up to four caravans can fit side by side in a half-circle. A bit farther on are stands 10 to 13 on the right side of the road, against the koppie. Number 10 is the only campsite in Block A with its own bathroom. The roofless bush shower with walls of wood and canvas has everything you need in a bathroom.

The five bathrooms in this block are shared among the other 12 stands. The wooden structure resembles a Wendy house with a slanted roof. The one side where the roof is at its highest has an opening, but don't worry; the wall is thankfully high enough so no one can peek at you.

The bathroom and toilet each have their own entrance and are separated inside by a corrugated iron wall. The bathroom has a shower, a basin (with space on either side) on a marble counter, mirror, and places to hang clothes and a towel. A gas geyser provides hot water.

Block C's 19 stands each have their own bathroom (with a separate toilet) spread across five ablution buildings throughout the camp. Inside each bathroom is a shower, basin, mirror and places to hang clothes and a towel.

Stands 6, 11, 12, 14 and 15 lie against

or just a few metres away from the rocks. Stands 12, 14 and 15 are next to one another and also smaller than the others – making them suitable for tents or a small off-road caravan without large awnings.

Block D's 3 "off-grid" stands are named for their location and certainly do not indicate a lack of facilities. Here, you get the feeling that you're camping far away from everything: the campsites are about 50 m apart, surrounded by grass, bush and trees, and you can barely see your neighbours. The only camping luxuries not available here are electricity and a geyser, but you do have hot water – you just need to stoke the donkey boiler.

The bathroom against the rocks is truly special. On the sides facing the enclosed campsite are wood and canvas walls, while rocks form the other side. Inside, it's spacious with a cement floor, open shower, basin and toilet. A Bedouin tent is stretched over the bathroom.

In case you're wondering what happened to Block B: 15 campsites will soon be developed near the swimming pool. There will also be private ablution facilities, but no electricity. Round hot tubs have become very popular lately, and you see them at more and more campsites.

Dawn and her team will deliver one to your campsite and also fill it with water. All you need to do is get a little fire going in the metal box that sits in the water, and a short while later, you'll have your own heated plunge pool. You must book this in advance, and it costs R600 per day (for minimum of two days).

If you'd love to camp but don't have your own tent or caravan, you can rent a Bush Lapa caravan.

You can't claim to have fully experienced Rotsinbos if you haven't explored both the bush and the rock. You've already experienced the bush around your campsite and in the game reserve; now it's time for the rock and the view from the top over the bushveld to the Magaliesberg in the distance. The best time of day is when the sun is heading towards the horizon, as its last rays paint the landscape in warm orange hues.

Reaching the lookout point is easy: use the map and take a walk from Block C along the path to reach the lookout point from the eastern side of the koppie, or take a shortcut from stands 11, 12 or 13 to reach the top after a short climb.

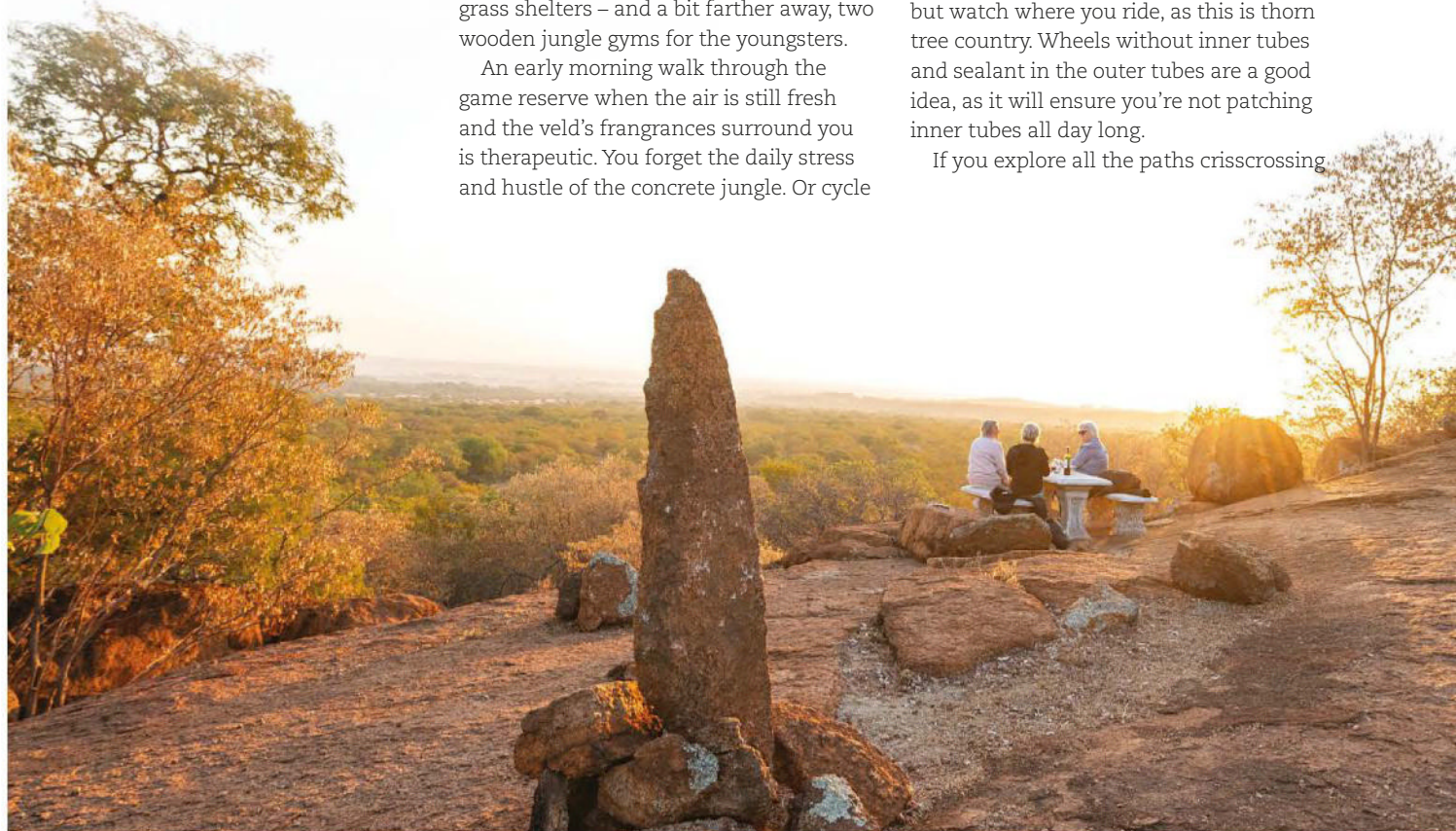
After all the activity, cool off in the swimming pool. Surrounding it is a large lawn and trees, with wooden loungers and grass shelters – and a bit farther away, two wooden jungle gyms for the youngsters.

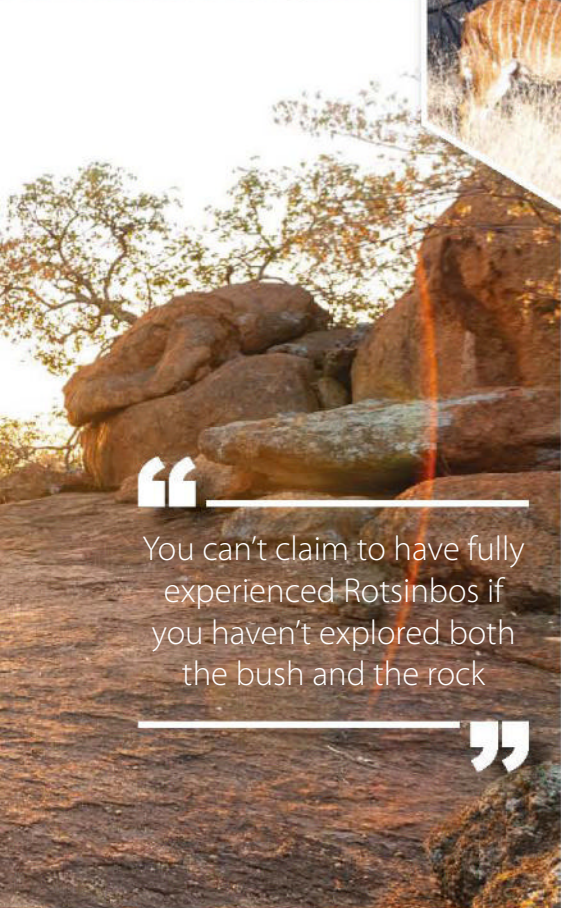
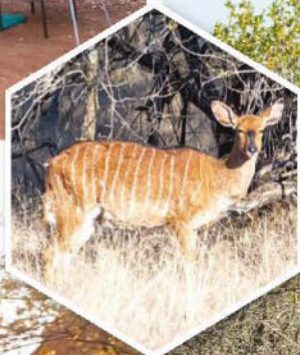
An early morning walk through the game reserve when the air is still fresh and the veld's fragrances surround you is therapeutic. You forget the daily stress and hustle of the concrete jungle. Or cycle



through the camp on your mountain bike, but watch where you ride, as this is thorn tree country. Wheels without inner tubes and sealant in the outer tubes are a good idea, as it will ensure you're not patching inner tubes all day long.

If you explore all the paths crisscrossing





“You can't claim to have fully experienced Rotsinbos if you haven't explored both the bush and the rock”



Briefly | Rotsinbos



Campsite 35 stands with a choice of sites with shared and private ablution facilities, and bush stands without electricity where you need to stoke a donkey for hot water.

Ablution facilities Shared and private ablution facilities, depending on where you camp.

Price R550 per campsite in Block A and R650 in Block C and D. Renting a Bushlapa bush caravan costs R1 650 per night plus R650 for the campsite. Maximum four people and one vehicle per campsite.

Contact 083 793 6361 (office) or 082 923 5582 (Dawn) info@rotsinbos.co.za

bookings@rotsinbos.co.za

rotsinbos.co.za

Arrival and departure 12:00 and 12:00.

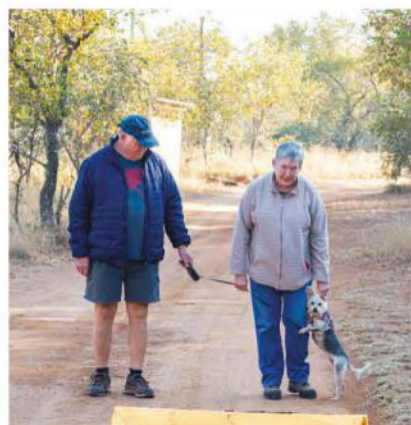
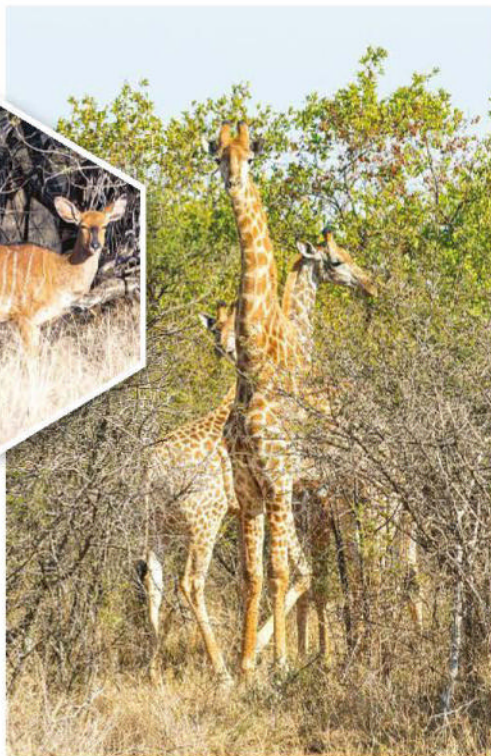
Nearest town Pretoria, 80 km.

Road condition Highway to Brits, followed by 20 km of secondary road, and then 4 km of good gravel road suitable for regular caravans.

GPS S25.474477 E27.706320 (gate)

Drive & Camp says Pack a picnic basket and relax at the lookout point while you wait for the sun to paint the world.

PURE BUSHVELD. There are times when only the Bushveld will do to recharge your batteries. Here at Rotsinbos it doesn't get any more Bushveld.



through the camp, you'll easily clock 20 km on your smartwatch. At Mike's dam, about 1,5 km from the reception building, there's a bird hide where you can relax with binoculars and a cup of coffee in hand. Game drives with Mike in his open Land Cruiser are just as much fun for the camp's dogs as they are for the guests. As soon as the wheels start rolling, Marley and Hazel are in the Cruiser. Marley is a Jack Russell, but there's some uncertainty about Hazel's parentage.

Marley's spot is up front on the passenger seat – anyone who sits there will get a game-viewing buddy on their lap.

Rotsinbos has a variety of small game as well as giraffe, wildebeest, and, if you're lucky, sable antelope. The drive costs R200 per person (R100 for children), lasts 90 minutes, and starts at 09:00 and 16:00.

For some pampering, spa treatments are available during busy weekends and holidays. Prices are R800 per couple, and you must book in advance.

Through the delta to Caprivi (*without TV*)

What do you get when 25 people in two Ford Rangers, three Toyota Land Cruisers and a Fortuner head north on the N7 from Cape Town, ultimately making their way to the Caprivi via the eastern parts of the Okavango Delta and Victoria Falls? Holiday stories that will last a lifetime, says **De Jongh Borchardt** from Bellville.

This bucket-list holiday trip is exactly what six families from Bellville did during the June school holidays – after nearly two years of planning, bookings, and route mapping.

The Borchards – De Jongh, Zelda, Tiaan (14) and Mia (12) – and the Lombards – Gerhard, Delene, Luamé (16) and Nicolaas (13) – loaded up their Rangers, enduring a few jokes from the rest of the group before they could shift their bakkies into “D”. The Bruwers – Etienne, Annemarie, Ben (13) and Dawid (10) – boasted a Land Cruiser 79 double

cab kitted with everything imaginable, while the Claassens – Deon, Marla, Nicolaas (13) and Madi (11) – had a Land Cruiser 100 with an extra fuel tank for a total of 210 ℓ, ready for the longest stretches through untouched wilderness.

The Klusmanns – Johann, Suzanne, Gizela (19) and Cari (16) – braved the trip in their Fortuner 4x4, and without their big yellow cooler box, the drinks wouldn't have stayed so ice cold.

Last but certainly not least were the Von Maltitzes – Pieter, Anneke, Carl (20), Pieter (17) and Heyne (14) – in a Land Cruiser 300, which was not only the

fastest of all the vehicles but also one of the thirstiest.

It turned out to be a holiday of note, one where everyone's driving skills were thoroughly tested, where they had the best braais, and saw the most beautiful animals, birds and natural landscapes.

De Jongh kept a travel journal of the six families, who travelled in two groups of three families each – the A-team with their rooftop tents (the Bruwers, Claassens and Lombards) and the Glampers (the Borchards, Klusmanns and Von Maltitzes) with extra space for meat, wood and ice.



Thursday, 13 June

The vehicles are packed with jerry cans, spare tyres, fridges and gas bottles, and we're ready to roll. The A-team hit the road a day earlier, travelling via Calvinia to Mabuasehube in southern Botswana. Two of the Glamper families also leave a day early, but they head to Letsatsi Lodge in Vanrhynsdorp, where the legendary steak at the Red Ox serves as the perfect introduction to the holiday.

Friday, 14 June

After a long wait at the Noordoewer border post (timing is crucial when you're trying to get your passport stamped on the first day of the school holidays) and a stop just outside Grünau at Vleisstal to buy the best lamb ("Don't panic, it's organic"), the full group of Glampers meets up at Kitchen 51, south of Keetmanshoop. Stories are shared under the starry sky as we braai, solidify plans and sleep soundly, with Botswana, our first real destination, less than two days away.

Saturday, 15 June

We drive via Mariental to Stampriet, where we plan to stop for lunch, but they're closed, preparing for a private event. What's a holiday without a bit of a setback? It's not a huge problem, though, and we drive on to Aranos, where we buy fresh brötchen, cold meats, cheese and cold drinks at the tidy Spar, and just outside the town on the road to Gobabis, we have a lovely picnic under a camelthorn tree.

The Namibian government is almost done tarring the road between Aranos and Gobabis, and our drive is smooth all the way to the east of the country, where we overnight at Goba Lodge. We enjoy ice-cold Hansa draughts while watching the Bulls thrash Leinster in the URC semi-final and have another delicious meal at the restaurant.

Sunday, 16 June

Today, we need to cross yet another border – this time at Buitepos – on the long road to Maun via Ghanzi. Passport control is swift, and before we know it, we're stopping at a supermarket in Ghanzi, where we buy Hartlief cheese grillers, the only familiar thing on the shelves, for another road picnic under a beautiful tree. Now, this is a holiday!

The A3 to Maun is a dream to drive



FINALLY HERE. After two years of waiting, saving and planning the dream holiday of six Cape families was finally happening. There would be many happy memories and tighter bonds made.

on (perhaps the calm before the dust storm ahead) and we arrive at Audi Camp late afternoon. We'll stay here for two days to stock up and soak in this part of Botswana. We sleep in lovely safari tents with a great braai (but no self-catering facilities, so own cutlery is essential). Tomorrow, the A-team will join us, and we look forward to hearing their Mabua stories.

Monday, 17 June

Maun is not exactly a shopper's paradise, but at Beef Boys, we get our most important supplies: excellent Botswana beef. Yes, we ordered it in advance, but it's still fantastic to see a proper butcher. We stroll around town, picking up other essentials and our final permits for Chobe – everyone is friendly, and soon we're all set for the delta.

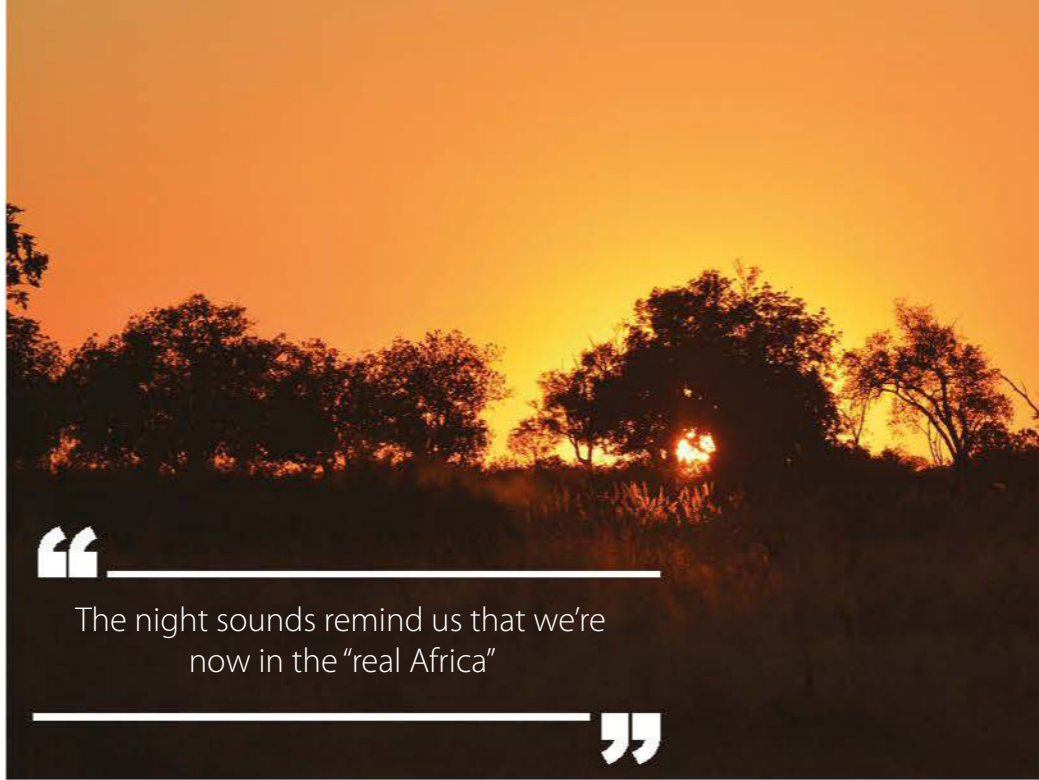
By early evening, the A-team joins us, and we're relieved to hear they didn't burn down a large part of the Kgalagadi Transfrontier Park in a "toilet paper incident." The only real casualty was a thorn in my brother-in-law Deon's big toe as they tried to put out the fire.

Tuesday, 18 June

Many people we spoke to said a trip to this part of Botswana isn't complete without a flight over the Okavango Delta. We opt for Delta Air: we secured prices a few weeks in advance, but they could only confirm flight times a day or two before. Due to technical issues with one of their planes, they can only assist us this morning, but our group gets three flights over this spectacular landscape – it's definitely a highlight. Not cheap, but worth every cent.

The A-team sets off first, and after our flights, there's time for a quick breakfast before the Glampers head to Moremi, where we'll stay for two days at Third Bridge. By now, stopping for a road picnic is part of our daily routine, and the pita bread with roast lamb and tzatziki at South Gate is just the thing before we enter the true wilderness.

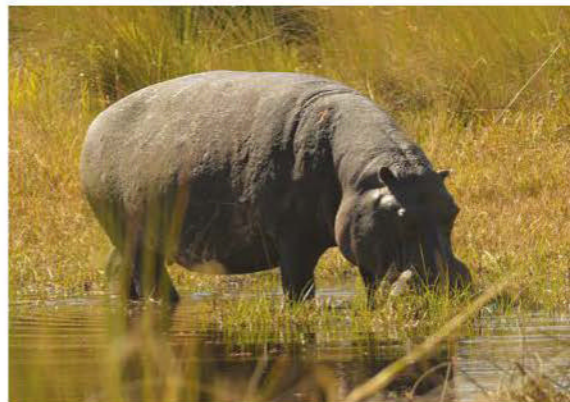
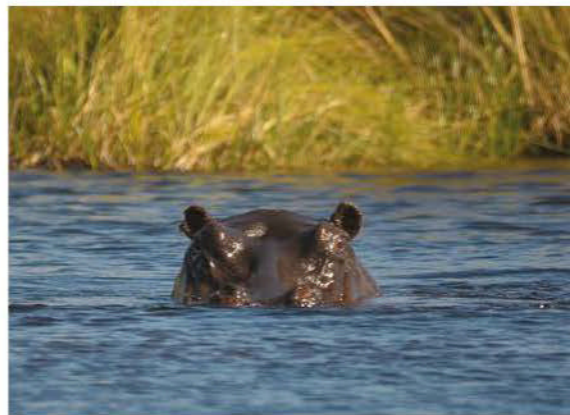
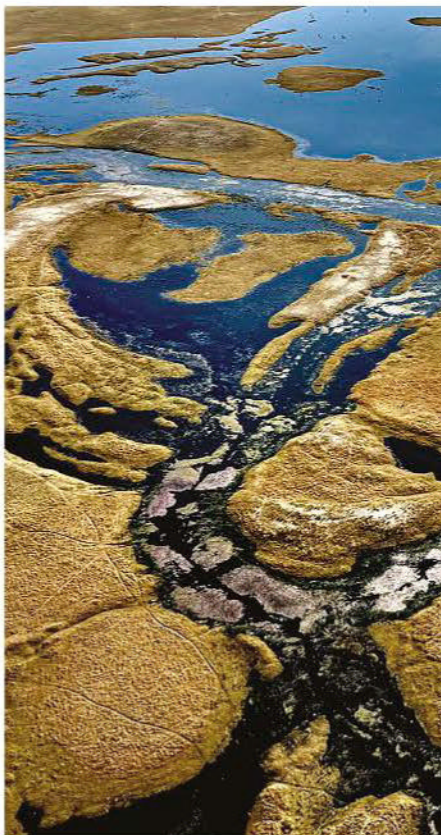
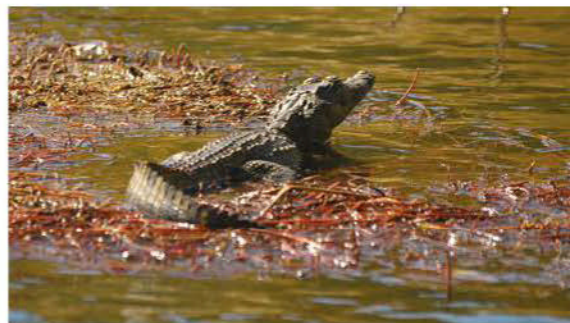
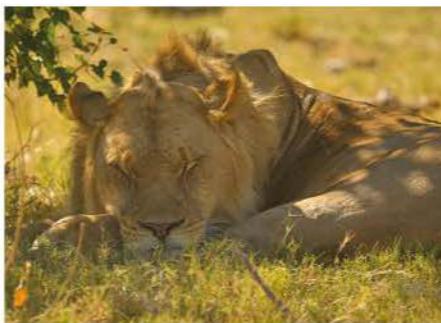
The delta is still relatively dry, so we don't need to cross First or Second Bridge, but the roads are really bad now, and we're rattling and shaking through the bush. We realise why we decided to leave the off-road trailers at home this time – thick sand for miles makes it tough even

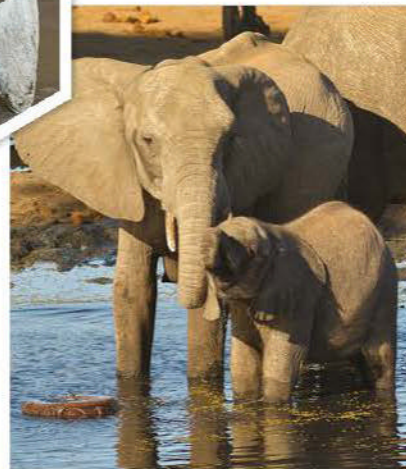
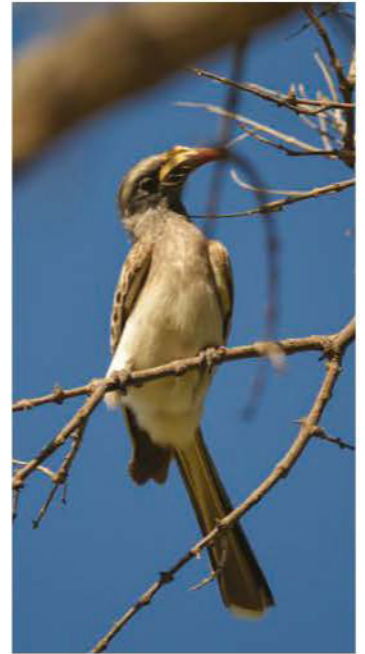


“

The night sounds remind us that we're now in the "real Africa"

”





CROCS AND BRAAI. There was no shortage of things to do and every time the teams met up they were excited to share their travel stories.

to stop for an elephant in the road!

We arrive late in the afternoon at Third Bridge. We're staying in beautiful tented units with comfortable beds, luxury linen and an open-air shower under the blue sky. Again, it's not self-catering, but there are excellent braai facilities – so the kitchen crates are unpacked again. There's power to charge your phone and hot water during the day.

The A-team camps a few hundred metres away and has to wait for a herd of elephants to leave their site before they can light their fire and open the rooftop tents. It's precisely because of the presence of these gentle giants that the kids are strictly forbidden from walking back and forth to visit each other – we rather hop in the vehicles to visit our “neighbours” for a late-afternoon beer.

The night sounds remind us that we're now in the “real Africa”.

Wednesday, 19 June

While the A-team drives to Xakanaxa today to celebrate our nephew Nicolaas Claassen's birthday – which is part of our plans tomorrow – the Glampers decide to explore this section of the Moremi Reserve and search for Dead Tree Island. We see several lions, lechwes, herds of elephant, blue wildebeests, beautiful birds, rivers and dams, but we also get stuck in water a few times (Fourth Bridge was so badly damaged that we couldn't cross it).

We never did find Dead Tree Island – we meet another group of South Africans also looking for it – and on the way back, we have to carefully navigate a few times before we found our way back to Third Bridge, thanks to the position of the sun. (Even maps.me, one of the best navigation apps in the area, couldn't help us here.)

It was quite an adventure. As the fire crackles outside our glamping tents that night, we realise again what a privilege it is to be here.

Thursday, 20 June

We pack up at Third Bridge – today we head to Xakanaxa, where we make delicious jaffles under a big tree before taking a boat cruise on the Xakanaxa Lagoon, another fantastic experience where we spot interesting birds in a breathtaking landscape.

We continue, crossing North Gate and the bridge at the Khwai River to our destination for the next three nights – a private campsite on the banks of the Mbudi River in the Khwai concession, where everything is set up for us by Louis and Laetitia Milne and their friendly team from Captivating Destinations in Maun. Everyone agrees these three days

READER'S STORY

are the highlight of the trip.

At The Den (not even Google could find the place), they set up a large kitchen tent and six double tents with comfortable single beds and en suite bush bathrooms for us.

Our two helpers at the camp, Dux and Dimpho, bring warm water for our showers, help with wood, and set out our chairs around the firepit just a few metres from the water... they even manage to find us a few bags of ice, something the A-team is very grateful for.

Our trip has gone smoothly so far, but here, in the middle of nowhere, that changes in an instant. Dawid Bruwer, the youngest member of the tour group at nine years old, misjudges the ladder to the rooftop tent and cuts his leg open. Stitches are the only solution, and fortunately, we have a few doctors in the

group – including Dawid's own parents, Etienne and Anne-Marie – but it's Anneke who performs the "operation"... without any anaesthetic.

Our group has a new hero. For the next three days, anyone thinking of complaining about something is reminded of brave Dawid, who didn't even cry while the stitches were put in.

One of the optional extras we booked is a game-viewing vehicle driven by the highly capable Morris. Twice a day, "Chuck Morris", as my son Tiaan calls him, takes a bunch of us around. We see wild dogs, hyenas, lions, elephants, various antelope and birds.

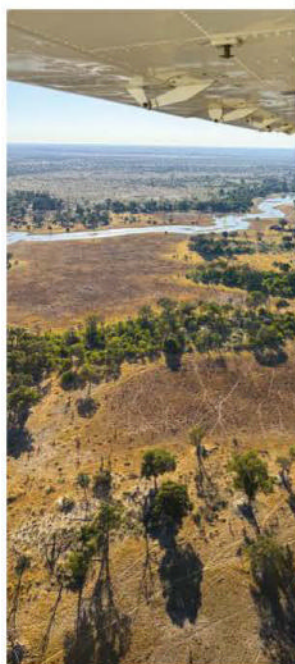
A few metres from our campsite is a mokoro station, and some of us decide to brave the water in the flat wooden canoes. Gliding silently past drinking elephants gives you a whole new

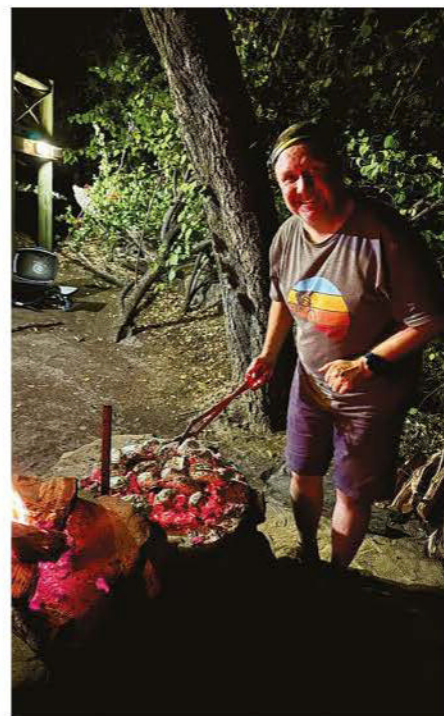
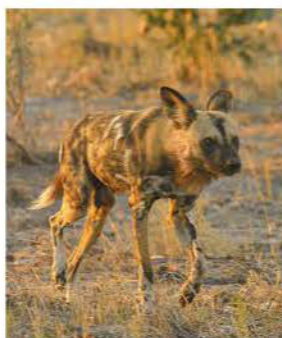
perspective on things. It's yet another special moment we can tick off our list.

Another highlight is the herds of animals that come to drink near our camp, including seven roan antelope, a rare sighting. Despite the close visits from elephants and hippos, we never feel scared.

Some of the women in our group might argue that Luamé's hair-braiding skills were a highlight of this part of the trip.

On Saturday, 22 June, the Springboks play against Wales in London. Tiaan, Carl, Ben, and I drive back to the village of Khwai to find WiFi. For P50, we stream the entire game on my iPad, perched on the dashboard of the bakkie. The internet connection is lightning-fast, almost like Edwill van der Merwe, who has us screaming with joy when he scores his first Test try – so much so that a few





GO BIG OR GO HOME. Because the group had such a long time to plan and save up they could afford many luxuries like flights over the delta and guided game drives.

people come closer to check if we're okay. The Boks win easily, and we confirm: yes, we're fine!

Sunday, 23 June

One of our longest days lies ahead. The A-team will spend the night in Savuti, but the Glampers are driving all the way to Mwandi View on the Chobe River, as there are no other accommodation options for us along the route. Moreover, there's no fuel between Maun and Muchenje, so the jerry cans have to be emptied for this stretch – except for Deon, who has 210 l of petrol in the Cruiser's tank.

We say our goodbyes and hit the road shortly after 07:00. We drive to Chobe's Mababe Gate via Savuti. It's windy, and the roads are rough – the local officials help us choose the right routes between the wetland, sand ridge and airstrip roads, but the highlight is when we finally spot the rare Bradfield's hornbill!

At Savuti, we stop for a quick picnic lunch of boerewors rolls before braving the sand and dust again. There are stories of two French travellers in a Ford Ranger who got lost somewhere in Savuti (they were found two days later); we see people struggling with a trailer in the sand; and a rental bakkie is stuck in the thick stuff. But we also see beautiful baobabs and koppies.

After a few hours of hard driving, with many steps registered on our

smartwatches, we finally hit a tar road – just before the stunning Mwandi View. We unpack and head to the bar where we have a good chat with the owners. Poaching is apparently a problem here too, though we haven't seen a rhino yet. They've all apparently been relocated to a remote and undisclosed part of the country.

Tonight, we treat ourselves to a delicious dinner of local dishes cooked in large black pots, followed by malva pudding.

Monday, 24 June

We inflate our tyres to "tar hard" for the journey through Chobe to Senyati, where we'll stay for two nights, but first, we stop at the shops in Kasane. Those who aren't up for shopping head to a restaurant – an Indian pizzeria with good coffee and a beer garden, an interesting combination. Kasane is a charming little town, and we find everything we need – even tasty lamb chops.

When we arrive at Senyati, there's a warning about the condition of the road, but it's nowhere near as bad as what we've been through the past few days. It's a wonderful place with an underground viewing point – the elephants walk so close you could almost reach out and touch them.

The A-team arrives from Savuti without incident (Dawid's wound

ALL TOGETHER. In the front are Madi and Mia; in the middle on chairs are Heyne, Anneke, Suzanne, Marla, Zelda, Delene, Annemarie and Dawid; in the back are Pieter Jnr, Pieter Snr, Carl, Cari, Gizela, Johann, Nicolaas and Deon, De Jongh and Tiaan, Gerhard and Nicolaas, Luamé, Etienne and Ben.



has healed nicely), and we braai that evening near drinking elephants and with typical African night sounds in the background. Bliss.

Even more blissful is the free cup of coffee you can get in the morning at Senyati's office/shop and the very welcome laundry service.

Tuesday, 25 June

Today's a big one: we're visiting Victoria Falls. We decide to drive ourselves and have no trouble at the Kazungula border post – it also works out much cheaper than going with a guide. (The A-team opts not to take down their rooftop tents and they use a guide, but they're also going on a boat cruise on the Chobe River.)

At the town of Victoria Falls, we book and pay for a few activities for the kids, have a delicious breakfast at Baines just

above the Devil's Cataract (without Carl, Pieter, and Heyne, who've decided to brave the white waters on an inflatable boat), and take a leisurely walk around the falls. Later, we're soaked but in awe of this natural wonder. Photos and videos simply can't prepare you for what you experience here.

We wash down our lunch with an ice-cold Zambezi Lager before walking across the bridge to Zambia, where some of the kids do bungee jumps and zipline more than 100 m above the Zambezi River. Later, we drive the 70 km back to Senyati – tired but satisfied, and ready for our last night in Botswana. Gizela and Cari make a pile of braai sandwiches while a herd of elephants keeps watch.

Wednesday, 26 June

Tonight, we'll celebrate Deon's birthday at Ngepi Camp, a few hours' drive east,

crossing the Ngoma border post and passing through Katima Mulilo (I get a number plate made while the others hit the shops and grab KFC for lunch) to Divundu in the Caprivi. We all realise this trip is nearing its end, but there are still a few things to tackle. One of them: a looming border post and a vehicle without a number plate.

Ngepi lies on the banks of the Okavango River, also known as the Kavango or Cubango. It's a beautiful spot, completely off the grid, but there's a restaurant, a little bar and a bunch of people who look like they belong in a hippie enclave somewhere in Costa Rica.

We're staying in treehouses (not in trees, but rather on poles built around trees above the water), with canvas walls and a deck from which you can watch the hippos. Idyllic.

The two Nicolaases want to go tiger fishing early in the morning and drag their dads along, but the rest of us decide to go later. Carl catches a small one, but for the rest of us, it's just a wonderfully relaxing boat ride, exactly how things should be on holiday. The kids also swim in the famous river cage where hippos and crocodiles can't bother you.

At Ngepi, breakfast is again included with our stay, and they even make us toasted sandwiches with chips for the day's journey.

The A-team camps on lush green grass under beautiful trees and enjoys their rooftop tents one last time, as tomorrow, the big trek back to South Africa begins.

Thursday, 27 June

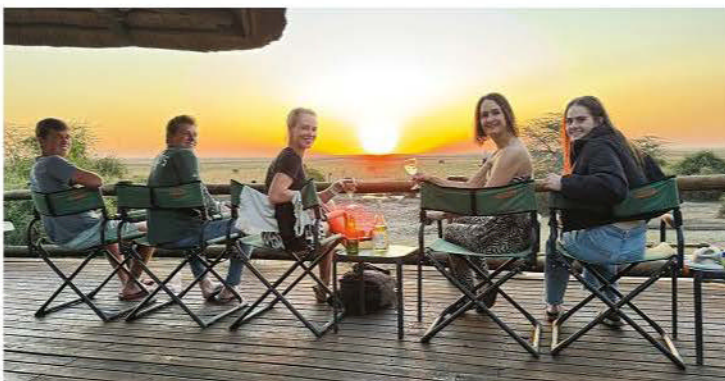
It's a long road from Ngepi to Windhoek, via Rundu and Grootfontein, with a milkshake stop in Otjiwarongo (where the Klusmanns overnight). We arrive at our accommodation, Arrebusch, late in the afternoon and decide to play tourist at the famous Joe's Beerhouse that evening.

Friday, 28 June

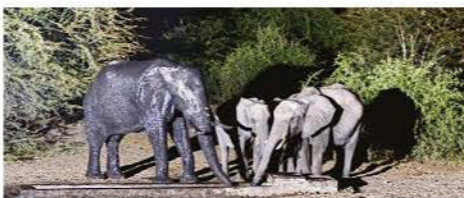
The end is now truly in sight, but today is the birthday of the two cousins, Mia and Madi, and we must celebrate, even while driving south on the B1. We'll stay at Felix Unite on the Orange River tonight, and everyone agrees that Mariental's Wimpy is an excellent stopover. However, the Von Maltitzes are heading to the Kalahari to hunt, and as our group thins out, reality sets in: the holiday is over. At Felix Unite, we have a lovely meal with the A-team, who are now getting used to beds and chalets, and we watch as the Proteas narrowly lose to India in the T20 World Cup in Barbados. We end with a fun "penalty meeting," where everyone gets fined for all sorts of nonsense and other mishaps.

Saturday, 29 June

Early morning, we make it through the border, and after a delicious breakfast at the Springbok Lodge, we take the N7 all the way home, tired but happy. And just like that, the holiday we saved and planned for so long comes to an end. 🎉



CHEERS! Aside from highlights including Chobe, Caprivi, Victoria Falls and Khwai, there were also special yet simple moments like enjoying a sundowner. The most special thing of all was sharing the trip with friends.



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



North to south

We bring you eight more campsites that will welcome Rex and Roxy.

Compiled by **Leon Botha** Contributor **Donvé Botha**

BERGRIVIER LODGE



Pet requirements Pets are allowed if you arrange in advance – preferably smaller dog breeds.

Have we visited? No.

Campsite 15 grassed stands with WiFi available at the bar. A heated swimming pool and a 48 m slide are the latest additions.

Ablution facilities Two bathroom buildings, including dishwashing facilities.

Arrival and departure 14:00 and 10:00.

Contact ☎ 083 626 0549

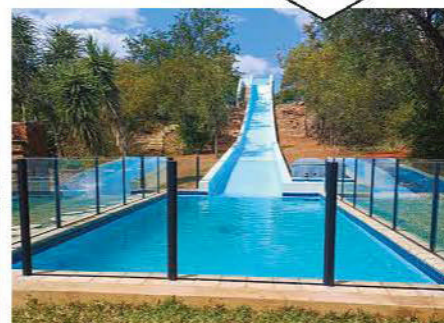
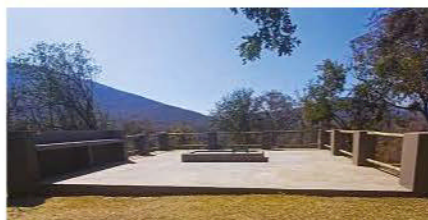
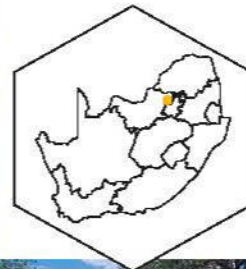
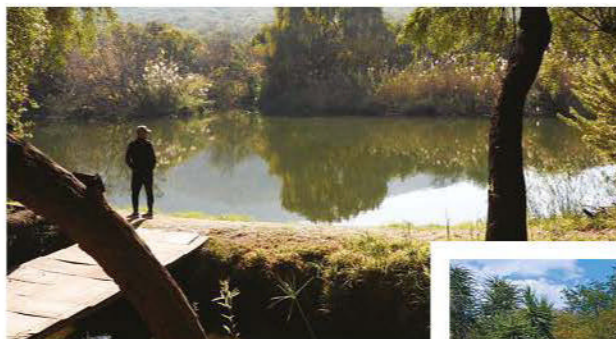
✉ bergrivierlodge@gmail.com

📍 BergRivier Lodge & Karavaan Park

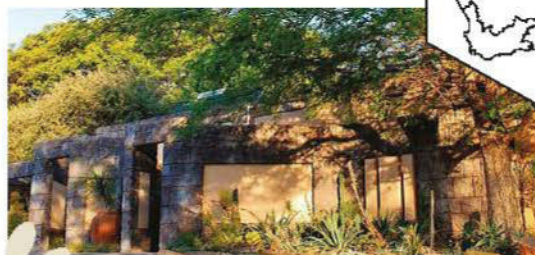
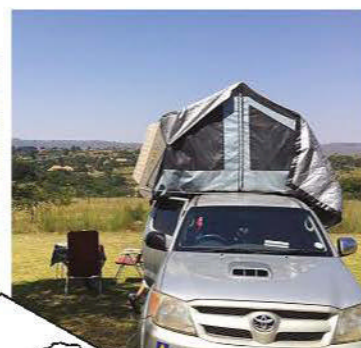
Nearest town Brits, 10 km.

Road conditions Tarred up to the resort and dirt inside.

GPS S25.557857 E27.720406



COUNTRY PARK



Pet requirements All pets are welcome, but keep them on a leash when walking around, as there are other animals here.

Have we visited? No.

Campsite Stands are not demarcated, and there's space for up to 30 caravans or tents – all on grass. Some have shade, and there's also a lapa. WiFi is available closer to the guesthouse.

Ablution facilities One building, including a washing-up area, a laundry basin, a family bathroom, plus a draining point for a cassette toilet.

Arrival and departure No set times.

Contact ☎ 079 159 0594 or 083 256 7000

✉ info@countrypark.co.za

✉ caravan-campjohannesburg.co.za

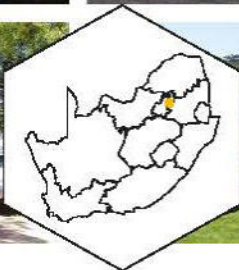
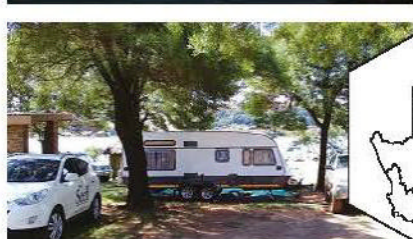
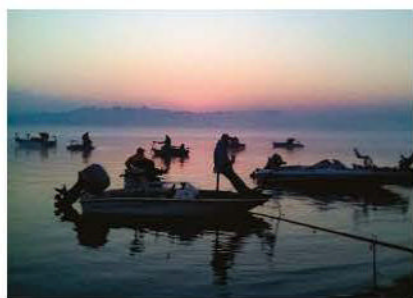
✉ countrypark.co.za

Nearest town In Muldersdrift.

Road conditions Partly tarred, mostly acceptable.

GPS S26.057891 E27.881296

BAJADAM



Pet requirements All pets are welcome – use a leash if needed. People have brought along small goats, birds, and even pot-bellied pigs before.

Have we visited? No.

Campsite 35 stands by the water and 15 farther away – all with power. There's also a kilometre-long open space where you can camp without power. The large lapa stand with its own bathroom is intended for group bookings and accommodates six caravans and tents. You can swim in the pool or dam and must bring your own braai grid.

Ablution facilities Two bathroom buildings, including washing-up facilities.

Arrival and departure 06:00 and 18:00.

Contact ☎ 072 258 6810 or 082 826 4660

✉ bajadam@vodamail.co.za

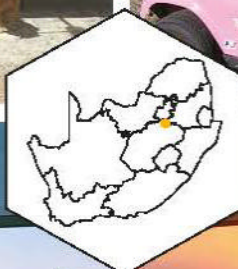
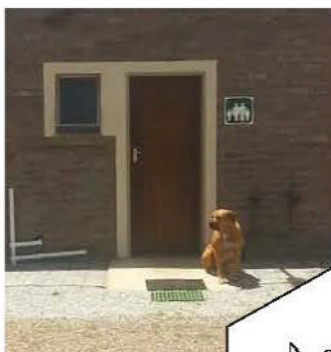
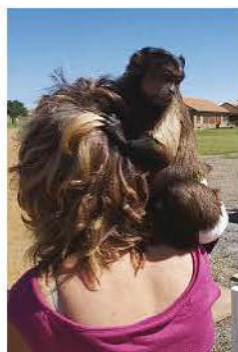
🌐 bajadam.co.za

Nearest town Bronkhorstspuit, 22 km.

Road conditions 4,8 km dirt road in reasonable condition.

GPS S25.897497 E28.710038

@97 WELTINA



Pet requirements Small dogs are allowed, but don't feed Skattie, the resort's dog.

Have we visited? No.

Campsite 28 grassed stands with power. The campsite is three years old, and trees like white stinkwood have been planted.

Ablution facilities One bathroom building with separate facilities for men and women, including a washing-up area, a draining point for a cassette toilet, and a family bathroom.

Arrival and departure 07:00 till late.

Contact ☎ 083 709 3571

✉ bookings@97weltina.co.za

🌐 97weltina.co.za

Nearest town Oranjeville, 9 km.

Road conditions Depending on the weather, 3 km of good gravel road.

GPS S26.991017 E28.158652



VENSTERKLIP



Pet requirements Pets are welcome if arranged in advance. An additional fee applies.

Have we visited? Yes, October 2009 (WegSleep #16)

Campsite Six private, enclosed stands with their own bathroom and kitchen. Your braai area is built-in, but you must bring your own grid. You camp on grass with shade trees. There are also five demarcated stands for tents with a communal bathroom. The cellphone reception is variable, and you need to walk closer to the office for WiFi.

Ablution facilities Your own or communal.

Arrival and departure 14:00-17:00 and 11:00.

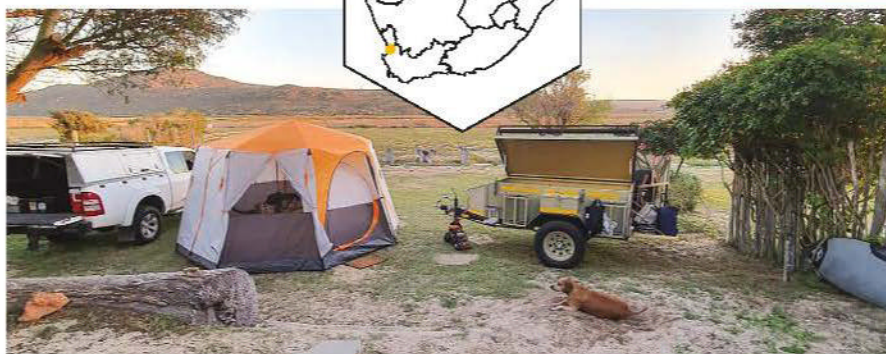
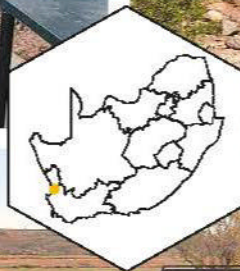
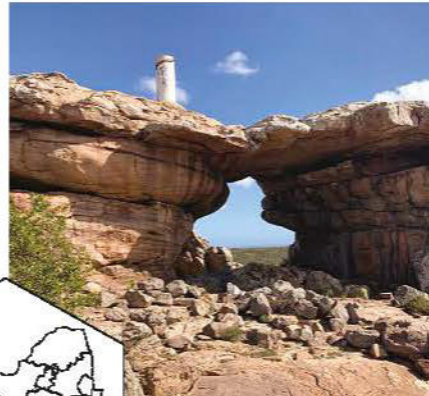
Contact 022 972 1340

info@vensterklip.co.za vensterklip.co.za (Book online or via email.)

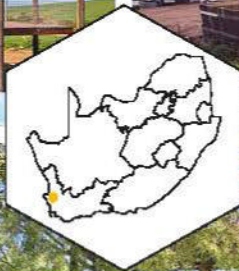
Nearest town Elands Bay, 5 km.

Road conditions Tar all the way.

GPS S32.314683 E18.395782



DIE ARK



Pet requirements Pets are welcome – the owners farm with wheat, sheep, and Nguni cattle, so animals must be kept under control.

Have we visited? Yes, June 2017 (WegSleep #100).

Campsite Ten stands under cover with shade netting around. There are two central power points; bring a long extension cord.

Ablution facilities Two buildings and a washing-up area. One building has a fully equipped kitchen with a fridge, stove and microwave, while the other has a washing machine that works with tokens.

Arrival and departure During daylight.

Contact 083 597 0091

ark.koringberg@gmail.com Die Ark (Hooggeleë, Koringberg, Western Cape)

Nearest town Koringberg, 5 km.

Road conditions 900 m good gravel road.

GPS S33.050547 E18.696156

PHOTO: ELIZMA HAYMAN

A TOUCH OF PLAAS



Pet requirements Pets are allowed if arranged in advance as there are chickens on the farm.

Have we visited? No.

Campsite The campsite is six years old and consists of two sides with three stands on each. You camp on grass, and the trees will need a few more years to provide reliable shade. Each stand has a power point (regular household socket), and you get a portable braai drum for a fire – remember your own grid. WiFi is available on request. They've recently added three self-catering stands, and there are plans for a splash pool.

Ablution facilities Each side has its own bathroom building, housing three units each. You therefore have your own private bathroom with a shower, basin, and toilet.

Arrival and departure 14:00 and 11:00, and you receive fresh bread and jam when you check in.

Contact 072 407 1731 • mozmission@gmail.com • atouchofplaas.co.za

Nearest town Ladismith, 14 km.

Road conditions Only 100 m gravel road.

GPS S33.536924 E21.152061



DIE VLEI



Pet requirements All pets are welcome – take responsibility for them.

Have we visited? Yes, March 2013 (WegSleep #53).

Campsite Six grassed stands with power and shade. You swim in the river, and your braai area has a grid.

Ablution facilities One bathroom building, including a washing-up area and washing machine (you can use the washing machine for free, but bring your own detergent).

Arrival and departure 12:00-20:00 and 12:00.

Contact 082 558 5694 or 022 921 3952 • bookings@dievlei.co.za • dievlei.co.za

Nearest town Citrusdal, 23 km.

Road conditions 1 km gravel road.

GPS S32.778892 E19.067522

Brave but thirsty

GWM TANK 300



The GWM Tank 300 HEV 4x4 Super Luxury is a lavish ride we put through its paces – how does 15 days in Namibia with a rooftop tent and an off-road trailer sound?

Words and photos **Cyril Kloppe**

“

...the ride quality and feel are pure SUV

”

GWM is a Chinese vehicle manufacturer that has only recently started producing SUVs. The company has decades of experience when it comes to bakkies, and its Haval sister brand is doing well in our market. It also seems that South Africans are mostly satisfied with the bakkies in the latest P-series as well as Haval products. The GWM Tank 300 is based on the P-series bakkie, specifically the P300, although the Tank 300 is much shorter than the bakkie – just like a Toyota Fortuner is shorter than its Hilux sibling.

What do we have here?

As mentioned, the Tank 300 is based on a bakkie, but the ride quality and feel are pure SUV. The interior finish is top-notch, and after more than 6 000 km on the clock – the vehicle already had around 3 000 km when we got it – nothing had started to rattle.

The 2 ℓ turbo-petrol engine is plucky enough to tow a one-tonne off-road trailer effortlessly over mountain passes, although the fuel consumption was sometimes horrendous, despite assistance to the internal combustion engine from an electric motor. The best consumption figure we could achieve was 10 ℓ/100 km, and that was without a rooftop tent and trailer, driving at 100 km/h on a tar road. The worst consumption was 33 ℓ/100 km or even worse. We say “even worse” because the onboard computer’s calculations stop at 33 ℓ/100 km (or 3 km/ℓ), and it won’t show a lower figure.

DESERT DESSERTS. The permanent all-wheel drive can be coaxied into rear-wheel drive only by selecting the Eco drive mode, but there’s no real point in doing so. If the trail becomes too tough for regular all-wheel drive you can engage low range and even lock the rear diff.





“

What works in the Tank 300's favour are the comfortable seats and excellent ride quality

”



LUXURY. The interior is exceedingly comfortable and we never experienced cabin fever. The image on the touchscreen (left) shows what's going on around and below you, but it doesn't quite replace a spotter who directs you through an obstacle.



We considered ourselves lucky if we managed a range of 400 km on the 80 ℓ fuel tank. This isn't a major issue in South Africa, but in northern Namibia, we were forced to carry four jerry cans (80 ℓ extra).

The loading space is also modest at 170 ℓ – which is why we opted to tow an off-road trailer – and the Tank 300's allowable load capacity is 470 kg, including passengers. With its limited load capacity and short range, the Tank 300 isn't the best example of an overlanding vehicle.

What works in the Tank 300's favour are the comfortable seats and excellent ride quality. We also have a soft spot for useful gadgets, and the Tank 300 has an abundance of features to play with. The infotainment screen is large and responds quickly when you tap on the icons. However, the screen's animation and theatrical music that play every time you start the Tank 300 become annoying after the hundredth time. Every time you press the start button, trumpets blare, and dramatic graphics spin for eight seconds before you can finally

access the touchscreen.

We do appreciate the tyre pressure monitor, which also displays the tyre temperatures, and the many cameras, which not only shows what's happening around you but also underneath the vehicle!

How does it drive?

Namibia has an abundance of gravel roads, and we took every opportunity to kick up dust. The handling, with or without the trailer, was secure thanks to all-wheel drive and traction control. The cabin was also relatively quiet regardless of the road surface.

We should mention that we had two punctures – despite reducing the tyre pressure to 1,8 bar in advance. This wasn't the Tank 300's fault, but you'll need to buy better tyres if you plan on driving on gravel. Fortunately, the tyre monitor warned us early enough that a tyre was losing pressure, allowing us to stop in time to make repairs.

Another issue was a message on the instrument cluster that occasionally warned

that the 4x4 system wasn't functioning optimally. The message didn't specify the reason, but once we reinflated the tyres after our trip, the message disappeared. This is possibly something that can be reset on the infotainment screen, but we couldn't find the relevant setting.

The permanent 4x4 system works well, thanks to 4L low-range gears and a rear differential locker for when things get tough – and there are six driving modes, including sand and eco mode. The former was useful on the loose sand of the Skeleton Coast, while the latter did nothing significant to improve the poor fuel consumption. There's also the so-called tank crawl function, which anchors one rear wheel to significantly reduce your turning circle.

Competitors

The GWM Tank 300 is unique among bakkie-based SUVs in that it only has five seats compared to the usual seven. However, we still compare it to the three most popular

SPECIFICATIONS

Model tested	Tank 300 HEV Super Luxury
Engine	1 998 cc petrol electric
Power	255 kW (180 kW petrol and 78 kW electric)
Torque	648 Nm (380 Nm petrol and 268 Nm electric)
Transmission	Nine-speed automatic (hydraulic)
Seats	Five
Tank	75 l
Fuel consumption	18 l/100 km (tested with an off-road trailer)
Standard tyres	265/60 R18
GVM	2 552 kg
Ground clearance	224 mm
Towing capacity	2 500 kg braked and 750 kg unbraked
Load capacity	470 kg
Safety rating	★★★★★ (ANCAP 2023)
Warranty	Seven years/200 000 km and eight years/150 000 km on the battery
Service plan	Five years/75 000 km
PRICE	R851 950



COMPETITORS
Luxury bakkie-based SUVs



bakkie-based SUVs: the Ford Everest, Toyota Fortuner, and Mahindra Scorpio-N. All three of these are slightly shorter and lower than the Tank 300 but make better use of their interior space with their extra row of seats.

The cheapest Everest and Fortuner with four-wheel drive and automatic transmissions cost R100 000 more than the flagship model, the Tank 300 HEV, while you'll save R190 000 if you opt for the most expensive Scorpio-N.

Conclusion

The Tank 300 is a capable off-road vehicle, possibly even more so than its three competitors here. However, its high fuel consumption and low load capacity let it down when it comes to overlanding. If you're looking for a truly rugged off-roader, you might want to consider a four-door Jeep Wrangler – it has the same or even better off-road capabilities and a higher load capacity, although its luggage space is also relatively small. Yes, it's just as heavy on petrol as the Tank 300, but its excuse is that it has a

beast of a 3,6 l V6 engine.

According to reader feedback, GWM appears to be the most reliable Chinese bakkie manufacturer currently operating in South Africa, though we're not sure if the old GWM Steed can be included in that claim. Partly for this reason (and certainly because of the fair price), we would pick the Tank 300 over the Everest and Fortuner (we're waiting for the Toyota fans to stone us) if it weren't for GWM's poor resale value. GWM has, however, promised since 2014 that it will buy back a vehicle from you after five years for up to 40% of the initial purchase price.

If you're buying with your head rather than your heart, the Mahindra Scorpio-N is the better choice. Saving R190 000 is nothing to sneeze at – can you imagine what kind of epic holiday that could buy? But you also wouldn't be making a mistake by choosing the GWM Tank 300, because after 15 days in Namibia, we grew rather fond to our Tank – which we affectionately named Sherman – despite the few gripes.



R663 999 Mahindra Scorpio-N Z8 4x4 Adventure

Perfect for touring, towing and off-roading, and it doesn't cost an arm and a leg.



R961 400 Toyota Fortuner 4x4 VX

South Africans love a white Fortuner – unfortunately, so do carjackers.



R978 000 Ford Everest XLT 4x4

Ford's Everest has become an expensive SUV, but it's certainly luxurious.



Pride in motion

MAHINDRA SCORPIO-N

The Scorpio-N carries Mahindra's legacy forward with power and style.

Words and photos **Leon Botha**

The Mahindra Scorpio-N can hold its own against any top-class SUV. If you judge it simply by the neat stitching in the finishing, you'd swear this vehicle holds a German passport.

Moreover, the Scorpio-N feels rock solid when towing a trailer, and there's not a single item shaking or rattling – even on the worst gravel road.

It's easy to see why the Scorpio-N recently won two awards in the Car of the Year competition – for best adventure SUV as well as the category for motoring enthusiasts – and as far as we're concerned, it also deserves praise for its towing ability.

The Scorpio-N's competitors will cost you hundreds of thousands more, meaning this offering easily leads the pack in terms of value for money. You've got cameras at the front and rear, seating for seven people, and disc brakes on all the wheels.

We got into the 4x4 model (with nearly



30 000 km on the clock), hit some tar, and then splashed the world with mud.

On paper

There are five variants of the Scorpio-N. All feature the same mHawk 2,2 l diesel engine with a six-speed auto transmission, while two have 4x2 and three 4x4 drive. Its 400 Nm is a match for any caravan, and all the models have a towing capacity set at 2 500 kg.

Our test vehicle weighed a solid 2 110 kg (the tare weight, according to the license disk), meaning you're allowed to tow most caravans in this country. Its gross combination mass (GCM) is 5 155 kg, the total weight the vehicle and trailer may weigh together. If you subtract the Scorpio-N's gross vehicle mass (GVM) of 2 655 kg from the GCM, it gives you 2 500 kg. But remember, at the weighbridge, your caravan's GVM may not

exceed 2 110 kg unless it's equipped with service brakes – something not that common in South Africa where the vast majority uses overrun brakes.

A step forms part of the towbar and it looks similar to what we see on Fortuners. The towbar is manufactured by Bosal and is certified for 2 500 kg with a nose weight of 100 kg, which is neatly in line with the law. The towbar is optional except for the Adventure model.

On the road

Reversing with the help of the rear-view camera is ridiculously easy, and positioning the ball directly under the trailer's coupler is a breeze. Unfortunately, the computer doesn't register the caravan when you plug the light socket into the harness, so you have to live with the alarm complaining as you reverse with the hitched caravan. There is, however, a button next to your right knee to silence the alarm. You also adjust the headlight angle to the right of your knee when you place weight on the tow bar.

The engine automatically switches off when you stop for a while, like at a traffic light, but there's a button in the central panel to deactivate this function. When you switch

Here's what Pieter Crous, our towing expert, thinks.

“Mahindras are not always the prettiest, but they are built to last. This one, however, is quite eye-catching. The driver's seat is one of the most comfortable I've ever sat in, an aspect I pay attention to because of a slight back problem. I'm also very impressed with the quality of the interior finish.

Although this is almost the top model, it doesn't have an electric handbrake but the lever type. I realise it's a personal preference, but I like it. It's also interesting to me that the car doesn't have blind-spot sensors.

You'd think the Scorpio-N is in the R800 000 price range, especially considering all the luxury features and its four-wheel drive, but surprisingly, it costs just over R600 000. I'd easily buy such a model with my own money.

The gearbox is quick and smooth, but the power seems a bit lacking. However, that's just an initial impression, as it easily maintained a towing speed of 100 km/h up a fairly long hill. Before the engine started to struggle, the transmission adjusted accordingly – I'm a huge fan of this gearbox.

It's a solid vehicle, and even though our



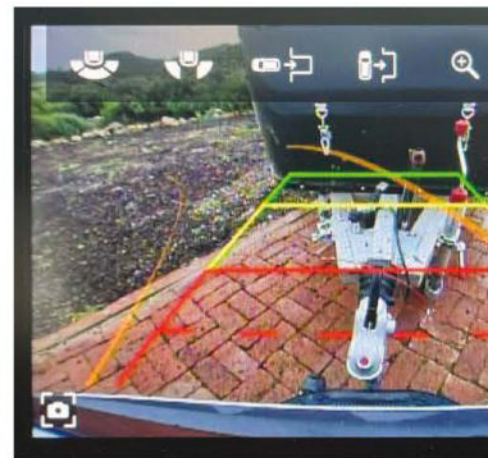
test vehicle had nearly 30 000 km on the clock, nothing was loose or rattling, except for the rear number plate, which clattered against the back door. In our case, that was the only annoyance. This naturally happens because of the turbulence that forms behind the car as you pick up speed. It's easily fixed.

Of more practical importance is the position of the cup holders. The one in your door is too slanted for a can of cooldrink you've just opened, as it will spill, and between you and the front passenger, there's only room for one can.

The Scorpio-N looks good, handles well, and tows excellently. It's truly great value for money.



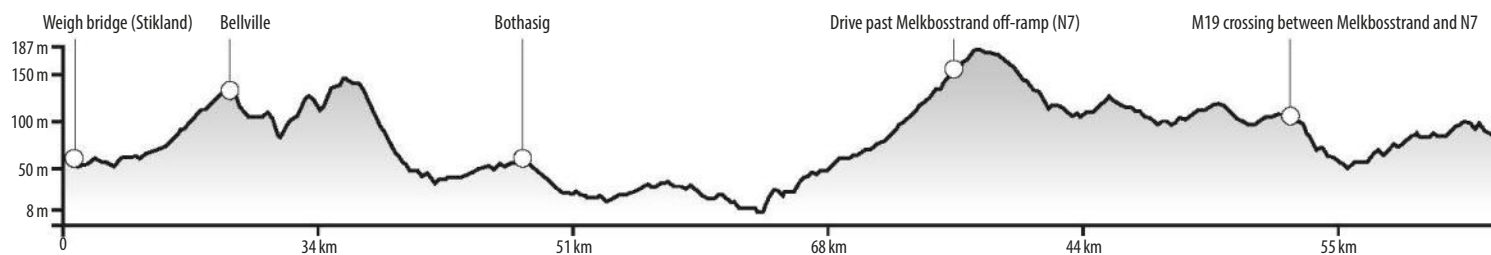
TOW TEST



TOW PROFILE

Elevation

Distance 108,6 km **Road** Highways, back roads and urban areas. **Total towing time** Two hours and 38 minutes with an average speed of 41 km/h. **Weather** 12 °C, heavy clouds to rain with a northern wind of 24 km/h.



4XPLOR

The caravan

Make Bush Lapa

Model Baobab

Year model 2017

GVM 1 800 kg

Loaded weight during test 1 200 kg

Drive & Camp loaned the Bush Lapa Baobab from Kubu 4x4 Trailer Rental. They have branches in Krugersdorp, Brackenfell, Potchefstroom, Bethlehem and Ballito, and you have a choice of off-road trailers and caravans. 📞 kubu4x4.co.za
📧 bjannie@kubu4x4.co.za





off and restart, the function resets – so if you're not a fan, you quickly learn to press the button after starting.

Another rarity on a SUV is a rear door that opens to the side. So, be careful when opening the door while a trailer is hitched.

A raised jockey wheel might get in the way, but on the Invader Quattro X we towed into the mountains, nothing got in the way.

Its jockey wheel can be removed, which we did due

to the poor road conditions, and the door swung wide open against the caravan's body. The door also has a handle on the inside for opening it from the interior.

The 400 Nm on the open road isn't excessive, but it allows you to maintain momentum, and traffic won't pile up behind you. Besides the tow test over a specific distance, we also took the Scorpio-N to a campsite. We braved heavy rain in the Langeberg, and there was plenty of mud.

Even though you have different drive

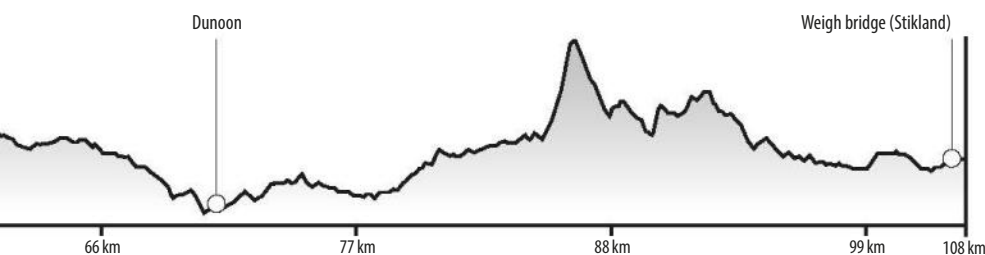
modes and the option of 4x4, we didn't need to consider them once. The anti-lock brakes and traction control were alert enough to keep everything running smoothly.

On this trip – 303 km round trip between Cape Town and Montagu – the Scorpio-N delivered fuel consumption of 12,3 l/100 km. A good 60 km was a wet and slippery gravel road in the mountains where you had to keep an eye on your speed.

In our tow test over 108 km, the consumption was 11,4 l/100 km, and the Mahindra's computer almost exactly matched this with 11,5 l/100 km.

With a fuel tank of 57 l, you can drive about 500 km while towing. According to the manual, the tank has a reserve of 12 l, which equates to approximately 100 km (when towing).

As tow enthusiasts would know, Newton metres keep a towing combination moving, not kilowatts. To illustrate this, you can see in the instrument panel the Scorpio-N's simultaneous power distribution – torque (Nm) and power (kW) – while you're towing. It's a bit of a gimmick, and you might dismiss it as unnecessary information, but it's still interesting to see it in practice.



SPECIFICATIONS

Model	Z8L 4x4 automatic
Engine	2,2 l diesel
Power	128 kW @ 3 500 rpm
Torque	400 Nm @ 1 750-2 750 rpm
Transmission	Six-speed automatic
Drive	Rear wheels or 4x4 with differential lock
Tank	57 l
Fuel consumption with caravan	11,36 l/100 km (8,8 km/l)
Range with caravan	502 km
Tare weight (license disk)	2 110 kg
Weight during test (including trailer nose weight)	2 420 kg
GVM	2 655 kg
GCM	5 155 kg
Combination mass during test	3 620 kg
Towing capacity	2 500 kg
Towbar's load capacity	2 500 kg
Towbar's maximum vertical weight	100 kg
Is the towbar removable?	No, only the hitch
PRICE	R621 000



Drive & Camp says

Mahindra is spot on with its Scorpio-N, but how supporters of other manufacturers will feel about it remains to be seen. You can stretch your rand a lot with this vehicle that can stand its ground among the rest.

Competitors

Off-roaders that should take note



R739 100 Toyota Fortuner 2.4 GD-6 **400 Nm**

Six-speed automatic transmission and a towing capacity of 3 300 kg.



R902 700 Isuzu mu-X 3.0 LS **450 Nm**

Six-speed automatic transmission and a towing capacity of 3 500 kg.



R904 200 Ford Everest XLT **500 Nm**

Ten-speed automatic transmission and a towing capacity of 3 500 kg.

Honeymoon suite on wheels

Why haul an entire hotel when you can manage with a double bed on wheels? With the TrailPod Max, even the most remote campsite is within your reach.

Words and photos **Leon Botha**

There's a bed for you and your camping partner, and that's pretty much it. The first teardrop trailers made their appearance in the 1930s, so this concept has been around for nearly a century. According to the website vangocollections.com.au, those first versions were described as honeymoon

trailers back then and became particularly popular after World War II. Some of these trailers were reportedly built using scrap aluminium from bombers.

Trailpod is one of the newer manufacturers of this type of trailer, which is becoming increasingly popular locally, and it sets itself apart with its choice

of construction materials. While mainstream manufacturers primarily use fibreglass or marine plywood, Trailpod employs plastic foam panels. The body consists of four panels – the roof, floor and two sides – which are bonded with adhesive. Owner Danie Rossouw is at the helm,

and Ivan Arnold is the production specialist.

Three TrailPod models are available: two without a rear kitchen, and the flagship, the Max XC 140, with a kitchen. We hitched the latter and quickly realised these little units have a big personality.



TRAILPOD MAX XC 140

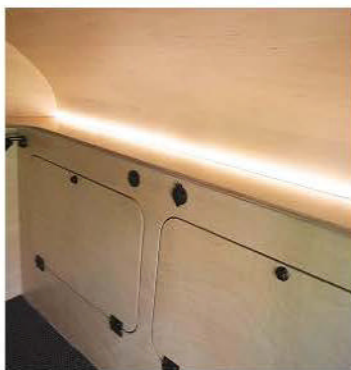
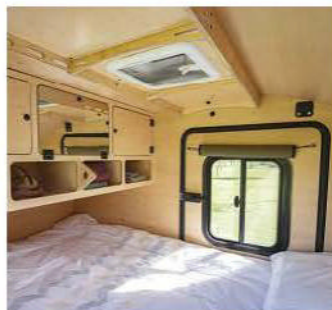
The inner sanctum

They may be small, but a teardrop trailer has more doors than a conventional caravan. Each person enters through their own door, and so nobody has to climb over the other in bed, unlike with some caravans.

Each door features a sliding window with mesh in the opening, ensuring fresh air while you sleep. If mosquitoes are also on holiday, you can slide the mesh window open. For privacy, a blind rolls down from above, and there's an exterior light above each door.

How you get in is probably one of the biggest considerations with such a camper. You sit in the door and then lift your legs inside. It's not that easy for everyone, and you'd have to wipe your feet, or you'll end up with sand in the bed. Of course, you could also enter headfirst, but making a U-turn inside requires some gymnastics.

The head of the bed is between the doors, and you have storage space there: a narrow shelf spans the entire width of the Max. In the corners are adjustable reading lights, and in the middle, there's a power point



and a switch for the interior light. The light is recessed behind the narrow shelf, providing soft yet adequate illumination.

Without feeling cramped at all, your feet extend under the rest of the cupboards: four of them are open shelves, and the top three have doors. The middle of the three doors is a mirror, and when you open it, it folds down to create a space for a laptop to binge-watch a TV series.

The space between the roof and the mattress is 95 cm, meaning you can sit up comfortably. The bed itself measures 1,97 x 1,33 m – comparable to an extended bed just slightly narrower than a double bed – and the mattress (8 cm thick) consists of three separate parts.



An annex

The awning (2,2 x 1,85 m) on the side of the Max plays a more important role than one might think. Without it, for example, you could get soaked by rain. But you can also convert it into a dressing room by using matching side panels.

Danie deserves a pat on the back for how simple yet practical the awning is to set up. The canvas awning is rolled up and rests on the roof rack. Two canvas sleeves cover the ends, and Velcro keeps the middle section closed. You simply pull the sleeves off, tear the Velcro loose, and the roof rolls out towards you. At the farthest point as it rolls out, there's an aluminium bar with adjustable legs and two loose (also adjustable) poles that fit between the bar and the body. This way, the roof is neatly tensioned and still high enough not to be in your way when you stand up – it's about 1,9 m high at the body.

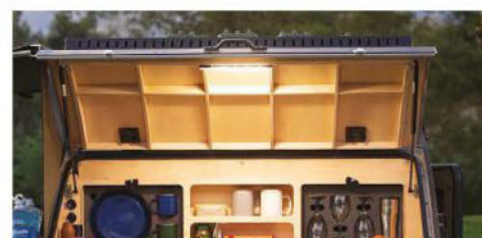
A canvas spans between the roof rack and the body to block the wind and is similar to a draft skirt.

Packing it away is also ridiculously easy: The legs and poles fold away, you roll up the roof and slide the sleeves over the ends. On some caravans, you see awnings that you have to zip into a bag when folded back, something that often gives you grey hairs. Danie spares you all that trouble.

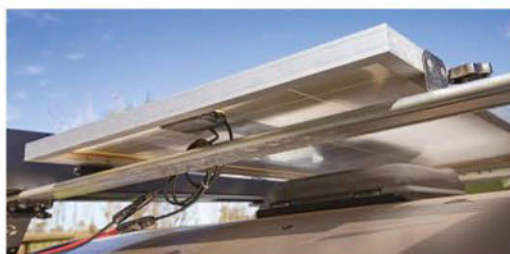
Come dine with me

The stainless-steel worktop extends across the width of the trailer with cupboards behind it. Nothing (like a gas burner) is mounted on the worktop, and the cupboard doors are rather ingenious. Two cupboards are open, but the two on the ends have doors that you can remove and use as cutting boards. The left-hand cupboard fits plates and cups in foam insets, and the right holds the glasses.

The kitchen light is above you on the inside of the kitchen door and illuminates everything surprisingly well. There are also two USB sockets and, far left, a cigarette lighter socket. Two stainless-steel shelves on either side of the Max extend the kitchen. They're above the mudguards and fold out flat when you want to use them. They're very sturdy – you can place a loose gas burner and even a few 5 l water bottles on them.



Drive & Camp says Upcoming models will have a longer bed of 2,05 m.

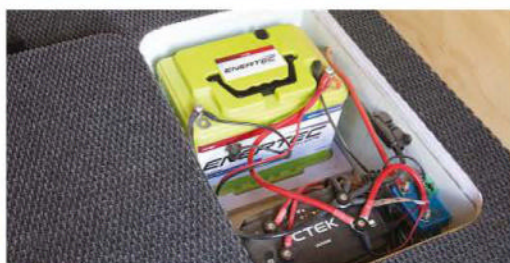


Business end

In the nose cone on the A-frame, there's space for all the tent pegs, mallets, and other loose camping gear. It's not completely square, and the two sides follow the angle of the A-frame. The nose cone is 75 cm at its widest and 39 cm deep, with a lid.

The electrical wires for the solar panel (which is mounted on the roof rack) connect near the coupler and are, in turn, connected to the battery. The battery and charger are in an interior compartment under the floor. Power-wise, the Max is entirely self-sufficient, meaning you can manage without a 220 V power source at the campsite or in the bush.

Our test model didn't have brakes or corner steadies. The trailer can, therefore, move as you're trying to get comfortable, but we camped on thick grass without any trouble. Otherwise, wheel chocks are an answer, or you could consider a braked axle (R13 000).

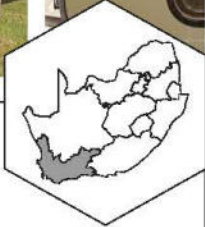




What comes standard?

The following are included in the standard purchase: a 50 Ah-LifePO4 battery; crockery for two; roof bars; roof ventilation; mosquito nets and blinds for the windows; various USB sockets (inside and outside) and lights (inside and outside).

Optional extras include cargo bars inside; a hammock; an awning with sides and a draft skirt; protection over the rear lights; a 100 W solar panel with the controller and DC-DC charger; cordless phone charger; bedding; a fan in the roof; and water and/or fuel cans.



SPECIFICATIONS

Manufacturer	TrailPod
Model	Max XC 140
Sleeps	Two
Dimensions	3,5 x 1,84 x 1,8 m
Tare weight	550 kg
Payload	200 kg
GVM	750 kg
Axle	750 kg
Wheel size	15" to 17"
Chassis	Galvanised
Body	Plastic composite
Price	R224 640

Dealer network Factory sales in Cape Town.

Contact ☎ 062 558 1221 ✉ hello@trailpod.co.za 🌐 trailpod.co.za



R224 640

TRAILPOD MAX XC 140

GVM 750 kg

FROM THE COMPETITORS

Tough teardrop trailers for off-roading that cost less than R230 000*



R179 595

ROAD-TRIPPER X

Body is made of marine plywood interlayer panels with a steel sheet exterior and steel chassis.



R215 000

RED GECKO TDX

Body is made from imported birchwood and spruce plywood, and the chassis is stainless steel.



R228 655

JETSTREAM XT STANDARD

Body is fibreglass, and the chassis is galvanised.

*The price is for a standard trailer. The extent to which each model is equipped varies from manufacturer to manufacturer. (*Models and prices as published in the 2024 Buyer's Guide.)*

Drive & Camp loaned the TrailPod Max from the manufacturer.

Loafing around



In these recipes,
ordinary store-bought
white bread takes centre stage.

Recipes and styling **Johané Neilson** Photos **Ed O'Riley**



ALL-IN-ONE DAGWOOD Meat me halfway!

If there's a hunter in your family, make a mental note: the onion mixture works beautifully with game mince for burger patties.

Ingredients

(serves 4)

- 14 slices of white bread
- 2 tablespoons milk
- 1 onion, finely chopped
- 1 tablespoon olive oil
- 1 teaspoon each of ground cumin and coriander
- 2 teaspoons each of soy and Worcestershire sauce
- 1 tablespoon chutney
- 400 g beef mince
- 4 slices of Gouda or cheddar cheese
- Mayonnaise to taste
- 3 large ripe tomatoes, sliced
- 1 small cucumber, sliced
- 12 strips of crispy fried bacon
- Tomato sauce to taste (or use BBQ sauce)
- Pickled gherkin slices to taste
- 4 fried eggs to your liking (optional)

Here's how

1 Tear two of the bread slices into cubes and mix them with the milk. Toast the remaining bread just before building the dagwoods.

2 Pan-fry the onion in the oil until translucent. Stir in the spices, soy and Worcestershire sauce plus chutney, and heat everything together until fragrant. Remove the pan from the heat and mix in the soaked bread until evenly combined. Allow the mixture to cool.

3 Stir the onion mixture through the mince and season it well with salt and pepper. Divide into four and shape into large burger patties.

4 Braai the patties on a large griddle over the coals until golden brown (or use a pan). Press them flat with a spatula as you braai, as thinner patties cook quicker. Flip the patties and place a slice of cheese on each. Cover with a lid and braai until the bottom is nicely browned and the cheese has melted.

5 Build the dagwoods Start with a slice of toasted bread, followed by mayonnaise, tomato, cucumber, bacon, another slice of toast, tomato sauce, a cheese-topped patty, gherkins, an egg, and finally another slice of toasted bread just before you're ready to dig in – the egg yolk will break and coat the sandwich deliciously!

Drive & Camp says Don't feel like frying onions and making your own burger patties? Remove the casing from a piece of boerewors and use the flavourful mince mixture as a substitute.

PORK BELLY ROLL WITH SWEET CURRY FILLING Currying favour

The butterfly-and-roll method means the filling is well-distributed in the final showpiece, even if you start with a relatively small piece of belly. It's easier than it sounds, I promise!

Ingredients

(serves 6)

- 1,2 kg boneless pork belly, skin on and scored
- 1 large onion, sliced into 1 cm thick rings
- 3 bay leaves, fresh or dried
- 1 cup beer or white wine

FOR THE FILLING

- 1 tablespoon olive oil
- 1 green or pink apple, diced (core removed)
- 1 teaspoon curry powder (or to taste)
- 2 tablespoons apricot jam
- 1 teaspoon each of chopped chilli, garlic, and ginger
- 2 slices of white bread, cubed

Here's how

1 Make the filling Heat the oil and sauté the apple cubes until soft. Stir in

the remaining filling ingredients except for the bread, and stir-fry everything for a few minutes. Lastly, stir in the bread until soaked with curry. Remove mixture from the heat and allow to cool. Feel free to add a sprinkle of fresh parsley if you have it on hand, but it's optional.

2 Slice the pork belly horizontally through the middle with a sharp knife – parallel to the skin – without cutting all the way through. Open the meat up like a book and spread the filling over the entire surface. Season it well with salt and pepper.

3 Roll the meat and filling from the non-skin end like a Swiss roll – you'll end up with the skin on the outside – and tie it up with kitchen twine. Salt the entire outside.

4 Braai the meat in a flat-bottomed potjie where it fits snugly until golden brown all over. Remove from the heat. Place a layer of onions at the bottom of the pot, lay the meat and bay leaves on top, and pour in the wine. Cover and pot-roast the meat with a few coals on the lid for about two hours until melt-in-your-mouth tender and cooked through. Serve in thick slices.

Drive & Camp says A Stanley knife is perfect for scoring the pork skin.





ROAST VEGETABLES WITH BACON AND CROUTONS

Everything's better with bacon

Larger vegetable pieces are easier to handle when grilling on an open fire, while smaller pieces naturally cook faster. It's worth investing in a special braai basket for smaller veggie bites.

Ingredients

(serves 4 as a hearty side)

- 1 small butternut, cut into wedges
- 1 aubergine, cut into wedges
- 1 red bell pepper, quartered
- 1 red onion, quartered
- 2 tablespoons olive oil
- 200 g streaky bacon, chopped
- 3 slices of bread, cubed
- A pinch of dried Italian herbs
- 100 g feta cheese, crumbled
- Balsamic reduction for serving

Here's how

1 Toss the vegetable pieces with the oil and season with salt and pepper.

2 Braai the vegetables on a

griddle pan or in a clamp grid over the coals until nicely charred with a smoky aroma. If the vegies are not cooked all the way through, cover with foil and steam or finish cooking in a potjie. Remember, the butternut will take longer than the onion and aubergine – use your judgement when braaing veggies. You can always parboil the butternut for a few minutes before braaing to skip the foil step.

3 Pan-fry the bacon slowly, preferably in its own fat, until crispy (you can also add a bit of oil). Remove and fry the bread cubes in the same flavourful oil until crispy. Toss the croutons with the cooked bacon and add the herbs.

4 Sprinkle the bacon and croutons as well as the feta cheese over the vegetables and serve with a generous drizzle of balsamic reduction.

Drive & Camp says Feel free to swap the balsamic reduction with your favourite salad dressing.



BOEREWORS AND EGG SANDWICHES

Big ol' bite

Buy an unsliced loaf for the filled sandwiches so you can cut a proper thick slice yourself.

Ingredients

(serves 1 – double as needed)

- A thick slice of store-bought bread
- A generous splash of olive oil
- 2 strips of bacon, chopped
- 3 pieces of cooked boerewors, 4 cm each
- 2 peppadews, finely chopped
- 1 tablespoon crumbled feta cheese
- 2 extra-large eggs, beaten

Here's how

1 Toast the slice of bread in

a dry pan. Cut out the middle, keeping the crust whole.

2 Heat the olive oil and fry the bacon until crispy. Remove the bacon but keep the fat.

3 Place the crust in the pan with the fat and fill the hollow with bacon, wors, peppadew, and feta. Put the pan on the heat and carefully pour the eggs over the filling while pressing the crust down (to prevent the egg from leaking).

4 Cover and cook the sandwich over moderate heat until the bottom is set. Flip it carefully with a spatula and quickly fry the other side until golden brown. Enjoy immediately with the reserved piece of toast!

Drive & Camp says Keep the heat moderate for best results.



BREAD PUDDING WITH BLUEBERRIES Sing the blues!

Evaporated milk gives the custard a delightful richness, but you can replace it with long-life milk if you prefer.

Ingredients (serves 6)

- 2 large knobs of butter
- 10-12 slices of white bread, torn into pieces
- 6 eggs
- 1 tin (380 g) evaporated milk plus ½ tin of full cream milk
- ½ cup sugar
- 1 handful of fresh or frozen blueberries

Here's how

- 1 Grease** a small flat-bottomed potjie thoroughly with a knob of butter and place the torn bread on top.
- 2 Beat** the eggs, evaporated

milk, milk and sugar together and pour the mixture over the bread along with the berries. Mix everything through and make sure the bread is thoroughly soaked in custard. For extra indulgence, you can sprinkle sugar on top.

3 Bake the bread pudding on a tripod over moderate coals until the custard is set (remember to place a few coals on the lid). It takes about 30 minutes. Dot the warm pudding with the remaining butter and serve with custard and/or ice cream. You can sift a sprinkle of icing sugar over it for a pretty finish, but that's optional.

Drive & Camp says I always pack my hand-sized blowtorch to add a final touch of colour to anything from a toasted sandwich to the top of this pudding. Invest in one and pack it – it also works well for lighting the fire!



APPLE TURNOVERS Bushveld delight

If your sweet tooth is nagging but there aren't any pastries in the bush, make this treat with just a handful of ingredients.

Ingredients (serves 6)

- 2-3 small green or pink apples
- 2 tablespoons butter, plus extra for frying
- 2-3 tablespoons honey
- A sprinkle of cinnamon
- 6 slices of store-bought white bread, crusts removed
- Some beaten egg (or melted butter)

Here's how

- 1 Core** the apples and chop the flesh into small cubes.
- 2 Melt** the butter and honey in a small pan (over a gas flame) and sauté the apple cubes until

soft. Season with cinnamon and allow to cool slightly. (The quantities are adaptable; feel free to adjust the sweetness with extra honey.)

3 Flatten the bread using a wine bottle as a roller. Brush a bit of egg around the edges and place a heap of apple filling on one half. Cut three slits in the other half and fold it over the filling.

4 Seal the edges with a fork.

5 Fry the "turnovers" in melted butter until crispy and golden brown. Serve with extra honey.

Drive & Camp says If you've brought your air fryer along in your mobile home, brush the bread turnovers with egg instead of butter and air fry them at 180 °C for 10 minutes. Turn them once. Another easy filling you can try is a scoop of chocolate spread or peanut butter with banana slices and a sprinkle of chopped peanuts.



SELF-PROPELLED CARAVANS



Even among motorhome enthusiasts, it's not always clear what qualifies as a motorhome. The Oxford Dictionary describes it as a large vehicle equipped as a self-contained home, essentially a vehicle in which people can live and sleep while travelling. In a nutshell, it's a self-propelled caravan.

Due to the variety you can choose from, the word motorhome is more of a collective term, as it can't be categorised as easily as caravans – think of regular road caravans, off-road trailers, off-road caravans and teardrop caravans. For this special section, the common thread is the bed and the engine. Although there are various versions on the market of detachable units that fit onto the back of a bakkie, we haven't included them on these pages.

Motorhomes differ like day and night, and generally can't be easily compared

If you're in the market for a motorhome, there's a wide variety available locally – check out these 34 models.

Compiled by **Leon Botha**

point by point. For example, if you spend R2 million on one, you won't necessarily be able to buy something similar from another manufacturer. That's because many of these examples are custom-made to meet the specific needs of buyers, which has a direct influence on the price and makes your vehicle uniquely yours.

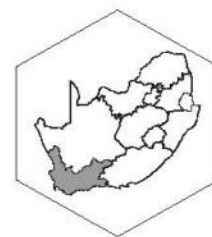
This focus aims to give campers a broad overview of what's available on the market, from which an endless number of models or variants can follow.

We provide details for each selected model and also list a few accessories. Please note that the specific information

for a model may vary depending on the available options. Contact the manufacturer for the full range of options.

In addition to determining how many of the motorhomes ultimately look, three options apply across the board regarding the vehicle itself. Depending on the specific manufacturer, you either buy the whole vehicle as a unit, or you need to supply a chassis yourself. And then, some manufacturers offer you a choice of both.

** Manufacturers are listed alphabetically, and the models are not necessarily in any specific order.*



AC MOTORHOMES

ISUZU NPS300 4X4 (DOUBLE CAB)

Price.....	From R1,2 million
Sleeps.....	Four, but can vary
Material.....	Fibreglass unit with wood finishing inside
Size.....	5 (floor) x 2,2 x 1,93 m (approximate size of unit)
Weight.....	± 5 t (vehicle and conversion)
Vehicle.....	Client supplies chassis
Driver's license.....	Code C

STANDARD EQUIPMENT

Bed size.....	Options like two double beds, queen-sized bedand dinette that converts into double bed
Awning.....	5 m
Bathroom....	Wet room or separate cubicles for shower and toilet;fibreglass or porcelain basin
Geyser	Gas / 220 V
Water tank	150 ℓ
Kitchen.....	Crockery not included
Gas stove	Two burner
Microwave oven	30 ℓ
Fridge.....	195 ℓ (Isotherm split unit)
Power.....	12/220 V system; 218 Ah lithium battery
Solar panels	Optional*
Inverter.....	Optional*

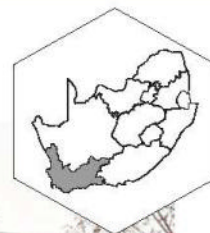
SOME OF THE EXTRAS*

- Air-conditioner; washing machine; reverse camera
- 22"-TV; 80 cm satellite dish; convection microwave oven
- Exterior kitchen; exterior shower; generator
- Water purifier; towbar; bull bar
- ± 40 ℓ grey water tank; dishwasher
- Extra 218 Ah battery; air suspension; compressor

OFFICE Cape Town

CONTACT ☎ 021 982 4327 or 072 549 8144 (WhatsApp)

✉ info@acmotorhomes.co.za 🌐 acmotorhomes.co.za



AC MOTORHOMES

IVECO DAILY 4X4 (SINGLE CAB)

Price.....From R1,2 million
Slaapplek Two or four
Material Fibreglass unit with wood finishing inside
Size 4,5 (floor) x 2,2 x 1,91 m (approximate size of unit)
Weight $\pm 4,8 - 5,2$ t (depending on equipment)
Vehicle Client supplies chassis
Driver's license.....Code C

STANDARD EQUIPMENT

Bed size..... Various choices like double bed, island bed,
.....dinette which converts into a double bed
Awning..... 4,5 or 5 m
Bathroom Wet room or separate cubicles for shower
..... and toilet; fibreglass or porcelain basin
Geyser Gas / 220 V
Water tank..... 150 l
Kitchen.....Crockery not included
Gas stove Two burner
Microwave oven 30 l
Fridge..... 195 l (Isotherm split unit)
Power 12/220 V system; 218 Ah lithium battery
Solar panels Optional*
Inverter..... Optional*

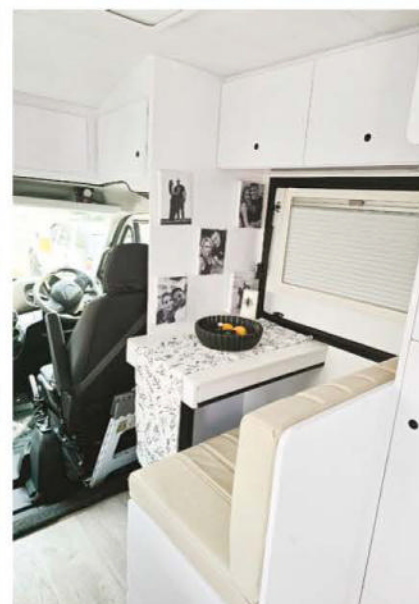
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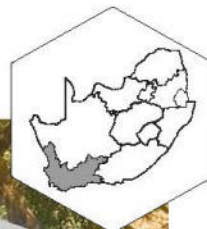
- Air-conditioner; washing machine; reverse camera
- 22" TV; 80 cm satellite dish; convection microwave oven
- Exterior kitchen; exterior shower
- Water purifier; towbar; bull bar
- ± 40 l grey water tank; dishwasher
- Extra 218 Ah battery; air suspension; compressor

OFFICE Cape Town

CONTACT 021 982 4327 or 072 549 8144 (WhatsApp)

info@acmotorhomes.co.za acmotorhomes.co.za





AC MOTORHOMES

MERCEDES-BENZ PANEL VAN 319

Price..... From R740 000
Sleeps..... Two
Material..... Wood finish inside
Size..... 3,2 m (from behind the driver to the rear door;
 1,76 m inside width and 1,94 m floor to roof)
Weight..... Under 3 500 kg
Vehicle..... Client supplies chassis
Driver's license..... Code B

STANDARD EQUIPMENT

Bed size..... Double or two singles
Awning..... 3,2 m
Bathroom..... Wet room with cassette toilet,
 shower and hand basin
Geyser..... Gas / 220 V
Water tank..... 80 ℓ
Kitchen..... Crockery not included
Gas stove..... Two burner
Microwave oven..... 20 ℓ
Fridge..... 130 ℓ
Power..... 12/220 V system; 218 Ah lithium battery
Solar panels..... Optional*
Inverter..... Optional*

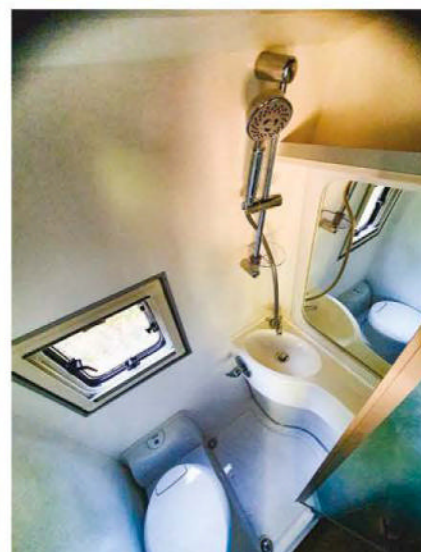
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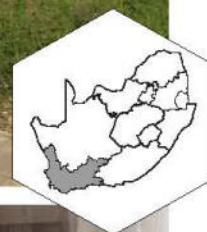
- Air-conditioner; reverse camera
- 22"-TV; 80 cm satellite dish
- Exterior kitchen; exterior shower
- Water purifier; 37 ℓ convection microwave oven
- 70-90 ℓ fridge/freezer (National Luna)
- Extra 218 Ah battery; air suspension; compressor

OFFICE Cape Town

CONTACT ☎ 021 982 4327 or 072 549 8144 (WhatsApp)

✉ info@acmotorhomes.co.za 🌐 acmotorhomes.co.za





AC MOTORHOMES

TOYOTA LAND CRUISER (79, 100, 200)

Price From R960 000
Sleeps Two
Material Fibreglass unit with wood finishing inside
Size 3,4 x 2 (inside) x 1,85 (inside) m (approximate size of unit)
Weight 2,9 t (equipped)
Vehicle Client supplies chassis
Driver's license Code B

STANDARD EQUIPMENT

Bed size Double or two singles
 (forfeit bathroom with two single beds)
Awning 3 m
Bathroom Wet room with cassette toilet,
 shower and hand basin
Geyser Gas / 220 V
Water tank 80 ℓ
Kitchen Crockery not included
Gas stove Two burner
Microwave oven 20 ℓ
Fridge 130 ℓ
Power 12/220 V system; 218 Ah lithium battery
Solar panels Optional*
Inverter Optional*

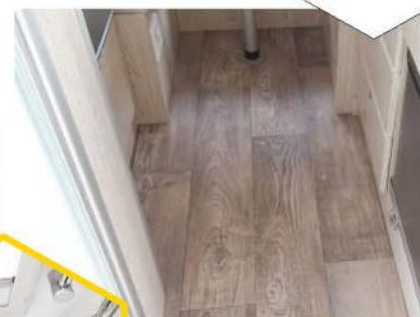
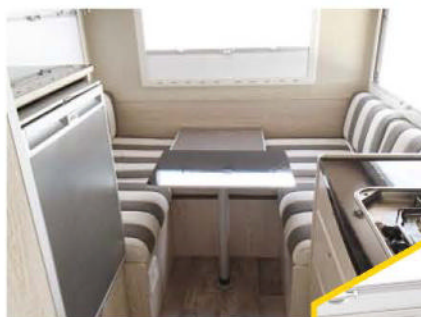
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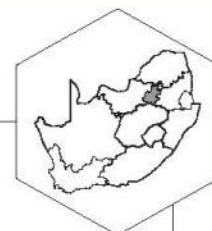
- Air-conditioner; reverse camera
- 22" -TV; 80 cm satellite dish
- Exterior kitchen; exterior shower
- Water purifier; towbar; bull bar
- ± 40 ℓ grey water tank; convection microwave oven
- Extra 218 Ah battery; air suspension; compressor

OFFICE Cape Town

CONTACT ☎ 021 982 4327 or 072 549 8144 (WhatsApp)

✉ info@acmotorhomes.co.za 🌐 acmotorhomes.co.za





ALOE CARAVANS

ALOE TOYOTA LAND CRUISER 79

Price.....	From R914 837
Sleeps.....	Two
Material.....	Aluminium and 2K automotive paint
Size.....	± 2,8 x 1,9 x 1,6 m (interior height – roof has popup)
Weight.....	± 1 000 kg
Vehicle.....	Client supplies chassis
Driver's licence.....	Code B

STANDARD EQUIPMENT

Bed size.....	Two singles (width 75 cm), can convert into double bed
Awning.....	3 m*
Bathroom.....	Exterior with shower tent*
Geyser.....	No
Water tank.....	60-80 ℓ
Kitchen.....	No crockery as standard
Gas stove.....	Two burner
Microwave oven.....	No
Fridge.....	40 ℓ
Power.....	100 Ah lithium battery with charger and various extras
Solar panels.....	100 W plus controller for 3 panels*
Inverter.....	Optional*

SOME OF THE EXTRAS*

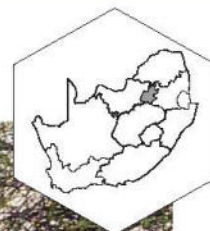
- Chassis extension (tot 70 cm)
- Inside and outside lights; cassette toilet
- Various 12 and 220 V-sockets; 9 600 BTU Air-conditioner
- Pump for drinking water; 30 ℓ drinking water tank (aluminium)
- Towbar; recovery points; roof rack
- 5 kg gas cylinder holder; mesh for entrance door

OFFICE Boksburg

CONTACT ☎ 011 892 1100 ✉ allan@aloeacaravans.co.za

🌐 aloeacaravans.co.za





ALOE CARAVANS

ALOE VAN CONVERSIONS

Price..... From R1 052 824
Sleeps..... Two to four
Material..... Composite material and aluminium
Size..... Depending on the model 3,5-4,7 m length;
 1,75 m width (conversion)
Weight..... $\pm 1,2$ t (conversion)
Vehicle..... Client supplies chassis (panel van)
Driver's licence..... Code B

STANDARD EQUIPMENT

Bed size... Two singles (width 75 cm), can convert into double bed
Awning..... 4 m*
Bathroom..... Wet room with shower, cassette
 toilet and hand basin
Geyser..... Gas / electric*
Water tank..... ± 100 l
Kitchen..... No crockery as standard
Gas stove..... Two burner
Microwave oven..... Optional*
Fridge..... 40 l (maximum)
Power..... 100 Ah lithium battery with charger and various extras
Solar panels..... Optional*
Inverter..... Optional*

SOME OF THE EXTRAS*

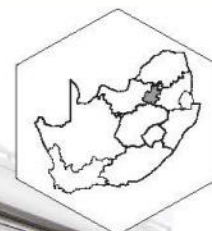
- 7,5 l tank with compressor; window blinds
- Extra 90 l diesel tank; mesh for entrance door
- Panoramic window; air suspension kit for rear axle
- Roof vent with blind (50 x 70 cm)
- Underfloor storage boxes with doors
- 220 V Air-conditioner

OFFICE Boksburg

CONTACT 011 892 1100 • allan@aloe-caravans.co.za

aloe-caravans.co.za





ALOE CARAVANS

ALOE CHASSIS CAB

Price..... From R1 137 292
Sleeps..... Two to four
Material..... Aluminium and 2K automotive paint
Size..... 4-4,8 m length, 2,2 m width and 2 m high
Weight..... ± 1 000 kg
Vehicle..... Client supplies chassis of choice
Driver's licence..... Code B

STANDARD EQUIPMENT

Bed size..... 2 x 1,88 m (island bed) plus two
single beds (80 cm width)
Awning..... 4 m*
Bathroom..... Wet room with shower, cassette toilet and hand basin
Geyser..... Gas / 220 V (16 ℓ)
Water tank..... 100 ℓ
Kitchen..... No crockery as standard
Gas stove..... Two burner
Microwave oven..... Optional*
Fridge..... 200 ℓ upright fridge/freezer (12 V)
Power..... 100 Ah lithium battery with charger and various extras
Solar panels..... 385 W with controller*
Inverter..... 3 kW*

SOME OF THE EXTRAS*

- 140-230 ℓ fridge upgrade with larger compressor (12 V)
- Extra 90 ℓ diesel tank
- 12 V DC charger; 220 V Air-conditioner
- Satellite dish on the roof (automatic)
- Panoramic window; air suspension kit for rear axle
- Underfloor storage boxes with doors; 7,5 ℓ tank with compressor

OFFICE Boksburg

CONTACT ☎ 011 892 1100 ✉ allan@aloe-caravans.co.za

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BUSHWAKKA AFRICA

KAMELBACK

Price..... R399 999
Sleeps..... Two
Material..... Aluminium
Size 2,525 x 1,8 x 1,815 m (double cab)
 2,36 x 1,95 x 1,69 m (single or extended cab)
Weight 650 kg
Vehicle Client supplies chassis (Toyota Land Cruiser 79)
 (single and double cab) Toyota Hilux
 (Xtra- and double cab); and other bakkies.
Driver's licence..... Code B

STANDARD EQUIPMENT

Bed size..... 1,9 x 1,45 m
Awning..... 180°
Bathroom..... Shower tent* and cassette toilet*
Geyser Gas – 5 l/min (inline)
Water tank 110 l (stainless steel)
Kitchen..... Equipped for 4
Gas stove Two burner
Microwave oven 20 l*
Fridge..... Space for up to a 90 l model (fridge not included)
Power 12/220 V system with a 108 Ah lithium battery
Solar panels 420 W panel*
Inverter..... 1200 W*

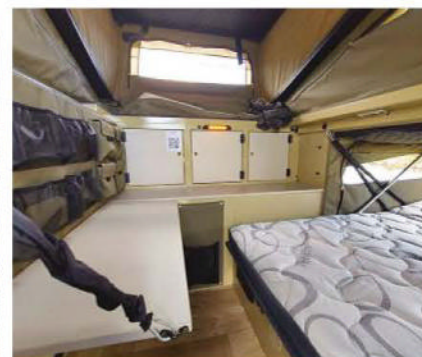
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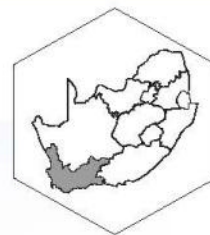
- 20 l jerry can (steel); plastic water can
- Extra 50 l water tank (gravitation)
- Bearing and seal kit
- Removeable hitch for bike rack
- Interior basin with hot and cold water
- 9 000 BTU Air-conditioner
- 218 Ah lithium battery

OFFICE Worcester

CONTACT 087 250 2766 info@bushwakka.africa

bushwakka.africa





CT CONVERT

MERCEDES SPRINTER 319 AWD (SHORT WHEEL BASE)

Price..... R2-3 million
Sleeps.....According to client's need
Material..... Aluminium, wood and various other
Size..... 3,6 x 1,9 x 1,7 m (estimated interior size)
Weight..... Under 3,5 t (GVM)
Vehicle..... Client or CT Convert supplies
Driver's licence..... Code B

STANDARD EQUIPMENT

Bed size..... Single or double
Awning.....3-5 m
Bathroom..... Shower and cassette toilet or dry compost
Geyser.....5 l/m inline (gas)
Water tank..... 75-110 l (fresh); 75 l (grey)
Kitchen..... Dinette (1,2 m), basin and coffee machine
Gas stove..... One burner plus double induction plate
Microwave oven.....According to client's need
Fridge..... 157 l upright fridge, but may vary
Power..... Two 218 Ah lithium batteries
Solar panels..... 900 W plus 600 W or 540 W 220 V
Inverter..... Choice between 2 kW or 3 kW

SOME OF THE EXTRAS*

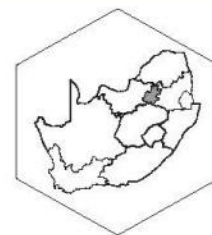
- Camping table and chairs
- Mobile braai; exterior shower
- Gas cylinders and gas braai
- Roof rack and bicycle rack
- Cutlery; camping lights
- Bedding; cab control air suspension

OFFICE Stellenbosch

CONTACT 0674016020 steve@ctconvert.co.za

ctconvert.co.za





ECHO 4x4

CHOBIE RV LEG CAMPER

Price..... From R406 700
Sleeps..... Two
Material..... Fibreglass monocoque
Size..... 5,15 x 1,85 x 2,15 m (Toyota Hilux single cab)
Weight..... ±480 kg
Vehicle..... Client provides chassis (Ford Ranger;
 Toyota Hilux; Toyota Land Cruiser 79)
Driver's licence..... Code B

STANDARD EQUIPMENT

Bed size..... 1,75 x 1,45 m (approximate)
Awning..... 270°
Bathroom..... Shower tent*
Geiser..... Gas (inline)*
Water tank..... 70 ℓ
Kitchen..... Crockery for 6
Gas stove..... Two burner
Microwave oven..... 20 ℓ*
Fridge..... Space for 40-90 ℓ fridge/freezers
 (for example, National Luna)
Power..... 12/220 V system with 74 Ah battery
Solar panels..... 160 W*
Inverter..... Optional*

SOME OF THE EXTRAS*

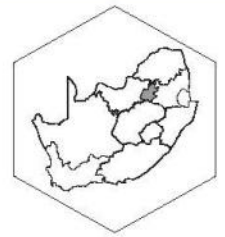
- 90 ℓ-National Luna fridge/freezer
- Sidewall set
- 100 Ah lithium battery
- Double battery system (74 Ah-battery)
- 4,5 kg gas cylinder
- 20 m extension; Fredlin-prop

OFFICE Centurion

CONTACT ☎ 012 345 3333 ✉ sales@echo4x4.co.za

🌐 echo4x4.co.za





ECHO 4X4

IVECO MOTORHOME

Price.....From R1,5 million, but may vary
Sleeps.....Two to four
Material.....Fibreglass with honeycomb insulation
Size.....Not available (difference between single and double cab)
Weight.....Not fixed
Vehicle.....Client supplies chassis (Iveco 4x4 single or double cab)
Driver's licence.....Code C

STANDARD EQUIPMENT

Bed size.....1,9 x 1,4 m, plus two 1,6 x 0,9 m
bunk beds (approximate sizes)
Awning.....4,5 m
Bathroom.....Shower; basin; separate cassette toilet
Geyser.....Gas (inline)
Water tank.....180 ℓ (plus 90 ℓ long range fuel tank)
Kitchen.....Outside and inside
Gas stove.....Two burner (outside and inside)
Microwave oven.....20 ℓ
Fridge.....72 ℓ*
Power.....12/220 V system; 2,6 kVA generator;
air-conditioner; 200 Ah battery
Solar panels.....2 x 150 W
Inverter.....Optional*

SOME OF THE EXTRAS*

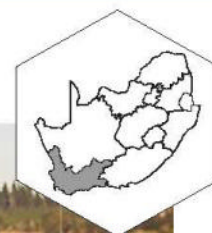
- 52 ℓ fridge/freezer (under bed)
- 26 ℓ fridge (between front seats)
- Bull bar
- 12 000 lbs winch
- Loose mat; wood rack
- Two 4,5 kg - gas cylinders

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INFANTA 4x4

INKUNZI

Price.....	From R554 645
Sleeps.....	Two
Material.....	Composite aerospace prepregated fibre
Size.....	3 x 1,9 x 1,6 m
Weight.....	±550 kg
Vehicle.....	Client supplies chassis (Toyota Land Cruiser 79; Toyota Hilux; Ford Ranger – the single cabs)
Driver's licence.....	Code B

STANDARD EQUIPMENT

Bed size.....	Double
Awning.....	270°*
Bathroom.....	Exterior shower with roof, basin and 12 V water pump
Geyser.....	14 l high pressure (220 V / gas)
Water tank.....	110 l
Kitchen.....	Equipped for 4
Gas stove.....	Two burner
Microwave oven.....	No
Fridge.....	Space for up to a 90 l model (fridge not included)
Power.....	12 V system
Solar panels.....	120 W*
Inverter.....	2 kW*

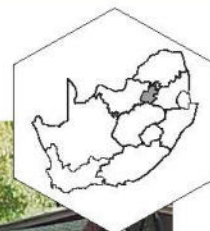
SOME OF THE EXTRAS*

- 3 kg gas cylinder
- Cassette toilet
- Built-in aluminium table
- Mosquito net at door
- 105 Ah deep-cycle battery and 220 V
- Awning side

OFFICE Buffeljagsrivier

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MAXMO CAMPERS

COLORADO 600

Price..... R1,9-R2,2 million
Sleeps..... Two
Material..... Aluminium cabinets with synthetic wood panels
Size..... 5,9 x 2,3 x 2,9 m (with roof air-conditioner)
Weight..... 3 499 kg (GVM)
Vehicle..... Included, VW Crafter 35 MWB
 (2 l; 103 Kw; 340 Nm; 8 speed; auto; front wheel drive)
Driver's licence..... Code B

STANDARD EQUIPMENT

Bed size..... 1,9 m north-south single beds, or king size bed
Awning..... 3,25 m*
Bathroom..... Interior shower, motorised toilet,
 plus exterior shower
Geyser..... 13 l (220 V)
Water tank..... 150 l (fresh); 50 l (grey)
Kitchen..... 800 mm interior kitchen with 2 drawers
Gas stove..... No, single plate induction stove*
Microwave oven..... 28 l (with digital control)*
Fridge..... 150 l (12 V – eye height)
Power..... 200-400* Ah lithium batteries; 120 A 220 V or
 100 A alternator and 2 x 20 A solar power*
Sun panels..... 360 W roof panels*; 300 W ground panels*
Inverter..... 3 kW with UPS

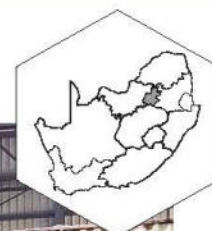
SOME OF THE EXTRAS*

- 7 200 BTU air-conditioner on roof
- Automatic steps (left and right)
- Air pump and water filtering system
- Mechanical 3,25 x 2,5 m awning
- Higher heavy duty Seikel chassis

OFFICE Pretoria

CONTACT 082 899 9999 • leon@maxmo.life • maxmo.life





MAXMO CAMPERS COLORADO 680

Price R2,4-R2,6 million
Sleeps Two
Material Aluminium cabinets with synthetic wood panels
Size 6,8 x 2,3 x 2,8 m (including awning
..... and interior air-conditioner)
Weight 3 499 kg (GVM)
Vehicle Included, VW Crafter 35L (4Motion with diff lock; 2 ℓ;
..... 130 kW; 410 Nm; 8 speed; auto) — available from January 2025
Driver's licence Code B

STANDARD EQUIPMENT

Bed size 2 m north-south single beds, or king size bed
Awning 4,25 m*
Bathroom Interior shower, motorised toilet,
..... plus exterior shower
Geyser 13 ℓ (220 V)
Water tank 150 ℓ (fresh); 50 ℓ (grey)
Kitchens 1,1 m interior kitchen with 7 drawers
..... and 1,4 m exterior kitchen
Gas stove No, two single plate induction plates
..... with an air fryer*
Microwave oven 23 ℓ (with digital control)*
Fridge 150 ℓ (12 V — eye height)
Power 200-800* Ah lithium batteries; 120 A 220 V or
..... 100 A alternator and 2 x 60 A solar power*
Solar panels 830 W roof panels*; 900 W ground panels*
Inverter 3 kW with UPS

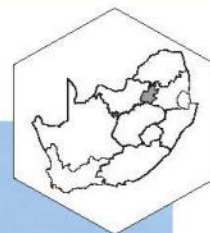
SOME OF THE EXTRAS *

- 9 000 BTU air-conditioner with 3 000 W heater under garage
- Automatic steps (left and right)
- Home theatre with projector and sound system
- Air pump and water filtering system
- Mechanical 4,25 x 2,5 m awning
- Hydraulic park levelling system

OFFICE Pretoria

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MAXMO CAMPERS

CHEETAH 6X

Price	R2,5-R2,6 million
Sleeps	Two
Material	Aluminium cabinets with synthetic wood panels
Size	5,9 x 2,3 x 3 m (with roof air-conditioner)
Weight	3 499 kg (GVM)
Vehicle	Included, Mercedes-Benz Sprinter 319 AWD
	(2 l; 140 kW; 450 Nm; 9 speed; auto)
Driver's licence	Code B

STANDARD EQUIPMENT

Bed size	1,9 m north-south single beds, or king size bed
Awning	3,25 m*
Bathroom	Interior shower, motorised toilet, plus exterior shower
Geyser	13 l (220 V)
Water tank	150 l (fresh); 50 l (grey)
Kitchen	800 mm interior kitchen with 2 drawers
Gas stove	No, single plate induction stove*
Microwave oven	28 l (with digital control)*
Fridge	150 l (12 V – eye height)
Power	200-400* Ah lithium batteries; 120 A 220 V or 100 A alternator and 2 x 20 A solar power*
Sun panels	360 W roof panels*; 300 W ground panels*
Inverter	3 kW with UPS

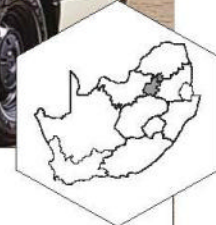
SOME OF THE EXTRAS*

- 7 200 BTU air-conditioner on roof
- Automatic steps (left and right)
- Air pump and water filtering system
- Mechanical 3,25 x 2,5 m awning

OFFICE Pretoria

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MAXMO CAMPERS CHEETAH 7

Price..... R2,2-R2,4 million
Sleeps..... Two
Material..... Aluminium cabinets with synthetic wood panels
Size..... 6,9 x 2,3 x 2,7 m
..... (including awning and interior air conditioner)
Weight..... 3 499 kg (GVM)
Vehicle..... Included, Mercedes-Benz Sprinter 317 LWB
..... (2 l; 125 kW; 380 Nm; 9 speed; auto; rear wheel driven)
Driver's licence..... Code B

STANDARD EQUIPMENT

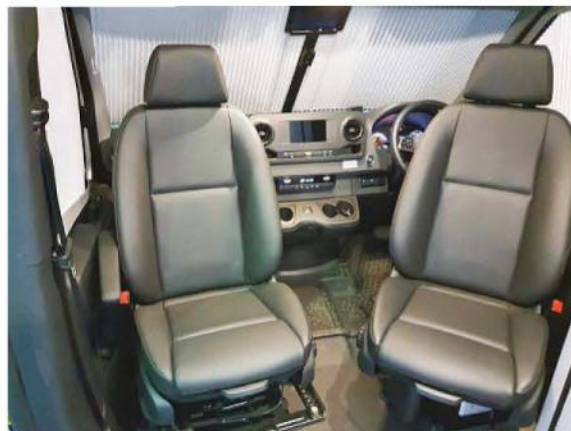
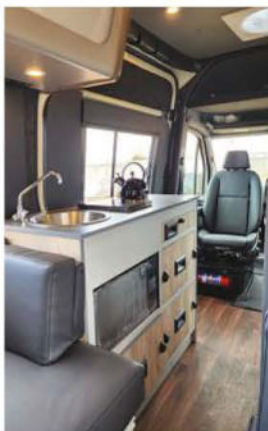
Bed size..... 2 m north-south single beds, or king size bed
Awning..... 4,25 m*
Bathroom..... Interior shower, motorised toilet, plus exterior shower
Geyser..... 13 l (220 V)
Water tank..... 150 l (fresh); 50 l (grey)
Kitchens..... 1,1 m interior kitchen with 6 drawers
..... and 1,4 m exterior kitchen
Gas stove..... No, two single plate induction plates with an air fryer*
Microwave oven..... 23 l (with digital control)*
Fridge..... 150 l (12 V – eye height)
Power..... 200-800* Ah lithium batteries;
..... 120 A 220 V or 100 A alternator and 2 x 60 A solar power*
Solar panels..... 830 W roof panels*; 900 W ground panels*
Inverter..... 3 kW with UPS

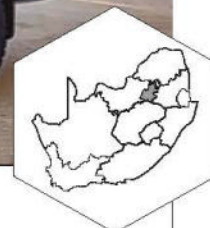
SOME OF THE EXTRAS *

- 9 000 BTU air-conditioner with 3 000 W heater under garage
- Automatic steps (left and right)
- Home theatre with projector and sound system
- Air pump and water filtering system
- Mechanical 4,25 x 2,5 m awning
- Hydraulic park levelling system

OFFICE Pretoria

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MAXMO CAMPERS

CHEETAH 7X

Price R2,8-R3,1 million
Sleeps Two
Material Aluminium cabinets with synthetic wood panels
Size 6,9 x 2,3 x 2,9 m (including awning and interior air conditioner)
Weight 5 000 kg (GVM)
Vehicle Included, Mercedes-Benz Sprinter 519 AWD (2 ℓ; 140 kW; 450 Nm; 9s speed; auto)
Driver's licence Code C

STANDARD EQUIPMENT

Bed size 2 m north-south single beds, or king size bed
Awning 4,25 m*
Bathroom Interior shower, motorised toilet, plus exterior shower
Geyser 13 ℓ (220 V)
Water tank 150 ℓ (fresh); 50 ℓ (grey)
Kitchens 1,1 m interior kitchen with six drawers and 1,4 m exterior kitchen
Gas stove No, two single plate induction plates with an air fryer*
Microwave oven 23 ℓ (with digital control)*
Fridge 150 ℓ (12 V – eye height) power 200-800* Ah lithium batteries; 120 A 220 V or 100 A alternator and 2 x 60 A solar power*
Solar panels 830 W roof panels*; 900 W ground panels*
Inverter 3 kW with UPS

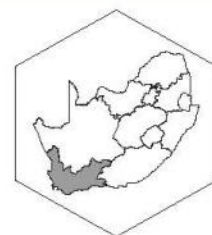
SOME OF THE EXTRAS *

- 9 000 BTU air-conditioner with 3 000 W heater under garage
- Automatic steps (left and right)
- Home theatre with projector and sound system
- Air pump and water filtering system
- Mechanical 4,25 x 2,5 m awning
- Hydraulic park levelling system

OFFICE Pretoria

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MOTORHOME-WORLD

DISCOVERER FUN X 4X4

Price..... R1 308 300
 Sleeps..... Two
 Material..... Foam core with fibreglass skins
 Size..... 5,55 x 2,1 x 2,92 m
 Weight..... 2 870 kg (GVM)
 Vehicle..... Toyota Hilux 2.4 GD-6 4x4 (included)
 Driver's licence..... Code B

STANDARD EQUIPMENT

Bed size..... 1,85 x 1,25 m
 Awning..... 2,3 m*
 Bathroom..... Cassette toilet
 Geyser..... No
 Water tank..... 50 ℓ
 Kitchen..... Crockery for two
 Gas stove..... Two burner plus basin
 Microwave oven..... No
 Fridge..... 80 ℓ (12 V)
 Power..... 12/220 V system
 Solar panels..... No
 Inverter..... No

SOME OF THE EXTRAS*

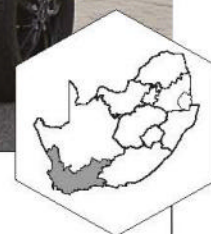
- 2,3 m awning
- Security handle at the door
- Solar panels

OFFICE Cape Town

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MOTORHOME-WORLD DISCOVERER JOURNEY

Price.....	R1 264 931
Sleeps.....	Two
Material.....	Conversion inside vehicle (imported poplar)
Size.....	5,45 x 2,1 x 2,55 m
Weight.....	3 500 kg (GVM)
Vehicle.....	Fiat Ducato MH2 (included)
Driver's licence.....	Code B

STANDARD EQUIPMENT

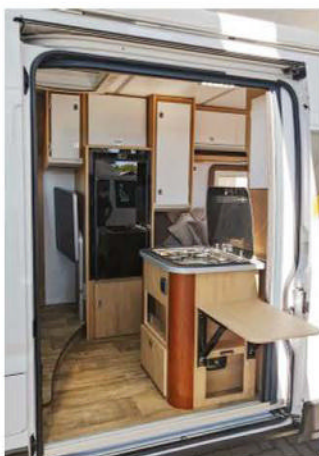
Bed size.....	1,8 x 2 m
Awning.....	2,9 m*
Bathroom.....	Exterior shower; portable toilet in cupboard
Geyser.....	Gas/220 V (14 l)
Water tank.....	40 l
Kitchen.....	Crockery for two
Gas stove.....	Two burner plus basin
Microwave oven.....	No
Fridge.....	90 l (12 V)
Power.....	12/220 V-system plus 96 Ah extra battery
Solar panels.....	Minimum 200 W system*
Inverter.....	2 kW system*

VAN DIE EXTRAS*

- towbar; bicycle rack
- Mechanical or electrical step
- Alloy rims
- HDMI socket (exterior)
- 152 l fridge/freezer (12 V)
- Reverse camera

OFFICE Cape Town

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MOTORHOME-WORLD DISCOVERER JOURNEY 4X4

Price.....±R862 500 (excluding chassis)
 Sleeps.....Two
 Material.....Conversion inside vehicle
 Size.....6 x 2,35 x 2,35 m
 Weight.....3 550 kg (GVM)
 Vehicle.....Mercedes-Benz Sprinter 319 CDI (client to supply)
 Driver's licence.....Code B

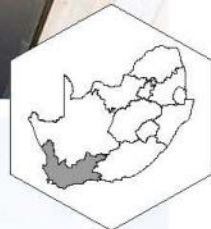
STANDARD EQUIPMENT

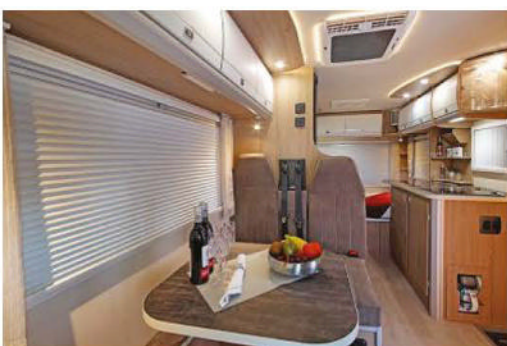
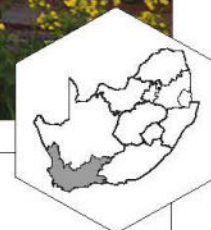
The Discoverer Journey 4x4 is custom build to the liking of the client which in turn determine the price.

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MOTORHOME-WORLD

DISCOVERER 4

Price.....R1 825 871 (Iveco)
 Sleeps.....Four (two double beds)
 Material.....Foam core with fibreglass skins
 Size.....6,73 x 2,2 x 2,85 m
 Weight.....3 600 kg (GVM)
 Vehicle.....Included (Iveco Daily / Mercedes-Benz Sprinter 315)
 Driver's licence.....Code B

STANDARD EQUIPMENT

Bed size.....1,2 x 2 m and 1,25 x 1,9 m
 Awning.....3,5 m*
 Bathroom.....Wet room with shower, cassette toilet and basin
 Geyser.....Gas/220 V
 Water tank.....60 ℓ
 Kitchen.....Crockery for four
 Gas stove.....2/3 burner
 Microwave oven.....19 ℓ (convection*)
 Fridge.....80 ℓ (12 V)
 Power.....12/220 V system; air-conditioner included
 Solar panels.....Optional*
 Inverter.....Optional*

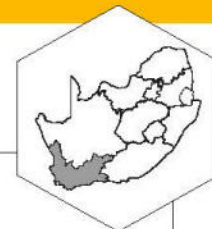
SOME OF THE EXTRAS*

- 190 ℓ fridge/freezer (12 V)
- 30 ℓ convection microwave oven
- 90 ℓ water tank
- 45 ℓ grey water tank
- Second spare wheel; air suspension
- Towbar; reverse camera

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MOTORHOME-WORLD DISCOVERER 6

Price.....R1 913 486 (Iveco)
Sleeps.....Six (three double beds)
Material.....Foam core with fibreglass skins
Size.....6,7 x 2,2 x 3 m
Weight.....3 600 kg (GVM)
Vehicle.....Included (Iveco Daily / Mercedes-Benz Sprinter 315)
Driver's licence.....Code B

STANDARD EQUIPMENT

Bed size.....Two 2 x 1,2 m plus 1,9 x 1,25 m
Awning.....3,5 m / 6 m*
Bathroom.....Wet room with shower, cassette toilet and basin
Geyser.....Gas/220 V
Water tank.....60 ℓ
Kitchen.....Crockery for four
Gas stove.....2/3 burner
Microwave oven.....19 ℓ (convection*)
Fridge.....80 ℓ (12 V)
Power.....12/220 V system; air-conditioner included
Solar panel.....Minimum 240 W*
Inverter.....2 kW system*

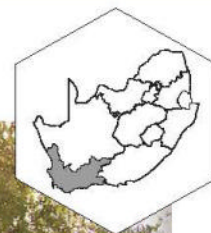
SOME OF THE EXTRAS*

- 190 ℓ fridge/freezer (12 V)
- 30 ℓ convection microwave over
- 90 ℓ water tank
- 45 ℓ grey water tank
- Second spare wheel; air suspension
- Towbar; reverse camera

OFFICE Cape Town

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MOTORHOME-WORLD DISCOVERER ID 2 / 4

Price R1 918 741 / R1 988 834 (Iveco)
Sleeps Two or four
Material Foam core with fibreglass skins
Size 6,73 x 2,2 x 2,85 m
Weight 3 600 kg (GVM)
Vehicle Included (iD2 - Iveco Daily or
 Mercedes-Benz Sprinter 315 / iD4 - Iveco Daily)
Driver's licence Code B

STANDARD EQUIPMENT

Bed size 1,757 x 1,308 m (island bed iD2 and 4);
 plus 2 x 1,2 m (iD4)
Awning 3,5 m
Bathroom Wet room with shower, cassette
 toilet and basin
Geyser Gas/220 V
Water tank 60 ℓ
Kitchen Crockery for two or four
Gas stove Two burner plus basin
Microwave oven 19 ℓ
Fridge 90 ℓ (12 V)
Power 12/220 V system; air-conditioner included
Solar panel Minimum 240 W*
Inverter 2 kW system*

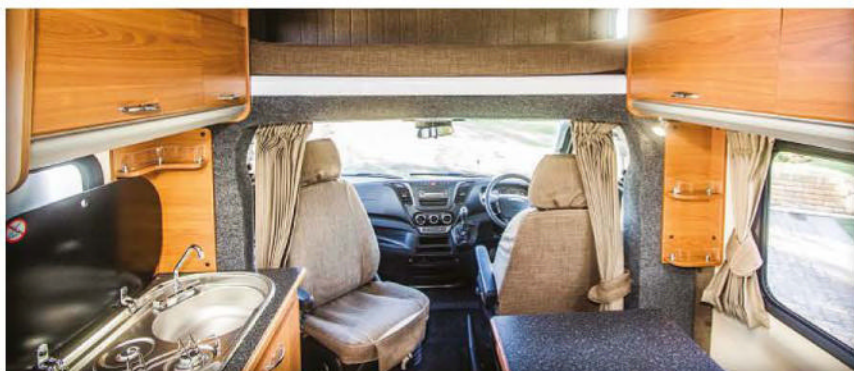
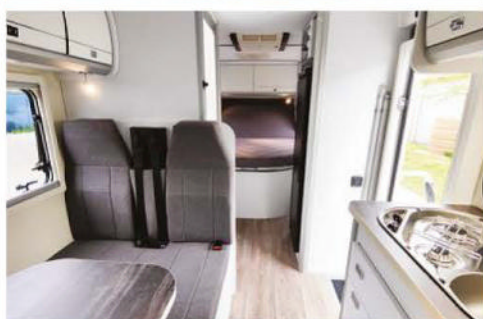
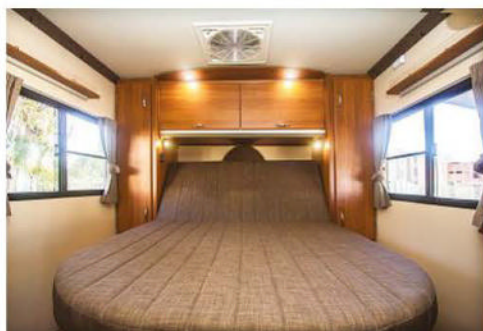
SOME OF THE EXTRAS*

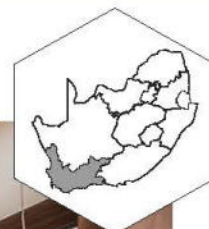
- Second spare wheel
- Multimedia radio; reverse camera
- Towbar
- Air suspension
- Electrically fold-out step

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MOTORHOME-WORLD DISCOVERER DELUXE

Price.....R2 351 427 (Iveco)
Sleeps.....Two
Material.....Foam core with fibreglass skin
Size.....7,8 x 2,22 x 2,995 m
Weight.....5 000 kg (GVM)
Vehicle.....Included (Iveco Daily / Mercedes-Benz Sprinter 519)
Driver's licence.....Code C

STANDARD EQUIPMENT

Bed size.....1,95 x 1,35 m (island bed)
Awning.....4 m*
Bathroom.....Wet room with shower, cassette
toilet and basin
Geyser.....Gas/220 V
Water tank.....140 l (fresh); 70 l (grey)
Kitchen.....Crockery for two
Gas stove.....Two burner
Microwave oven.....30 l (convection)
Fridge.....135 l fridge (12 V); 60 l freezer (12 V)
Power.....12/220 V system; air-conditioner included
Solar panel.....Minimum 240 W*
Inverter.....2 kW system*

SOME OF THE EXTRAS*

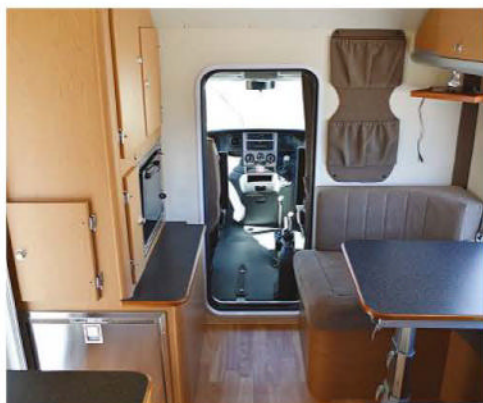
- Second spare wheel
- Towbar
- Reverse camera
- HDMI socket (exterior)
- LED strip light under roof
- Leather upholstery

OFFICE Cape Town

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MOTORHOME-WORLD DISCOVERER XTREME

Price From R1 322 500 (excluding chassis)
Sleeps Two to four
Material Foam core with fibreglass skins
Size Unit on chassis: 1 m wide; 1,95 m high
Weight 7 000 kg (GVM)
Vehicle Iveco Daily 4x4 (short and long wheel base)
Driver's licence Code C

STANDARD EQUIPMENT

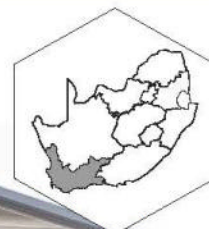
The Discoverer Xtreme is custom build to the liking of the client which in turn determine the price.

OFFICE Cape Town

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PHOTOS: DYLAN HASKIN

MXM VANS

MERCEDES SPRINTER VAN 319 AWD

Price.....	From R795 000
Sleeps	Two
Material	Light composite materials
Size	6,3 x 2,4 x m
Weight.....	3 550 kg
Vehicle.....	Client supplies chassis
Driver's licence	Code B

STANDARD EQUIPMENT

Bed size	1,85 x 1,35 m
Awning	3,5 m
Bathroom.....	Shower cubicle, shower head and mixer
Geyser.....	10 ℓ (220 V)
Water tank.....	125 ℓ (fresh); 40 ℓ (grey)
Kitchen	Crockery optional
Gas stove.....	No, induction plate
Microwave oven	20 ℓ
Fridge	60 ℓ and 80 ℓ
Power	2 x 100 Ah lithium batteries
Solar panels.....	430 W
Inverter	2 kW

SOME OF THE EXTRAS

- Fox suspension upgrade; air cushions
- Steel bumper (front and back); winch
- Towbar; 2 x 100 Ah lithium batteries
- Spare wheel carrier
- Skid plate; ladder; air-conditioner
- Long range tank (85 ℓ)

OFFICE Cape Town

CONTACT 082 401 9388

info@truestart.co.za mmvans.co.za





SOUTHERN AFRICA ROADTRIPPERS MERCEDES-BENZ SPRINTER 319 AWD

Price Conversion from R800 000
Sleeps Two
Material Wooden base with wall and
 roof insulation
Size Living area 3,4 x 1,73 x 1,9 m (garage
 area 1,4 x 1,05 x 0,77 m)
Weight 2 800 kg, depending on the model
Vehicle Client supplies chassis
Driver's Licence Code B

STANDARD EQUIPMENT

Bed size 2 x 1,9 m or 1,96 x 1,42 m
Awning Optional*
Bathroom Exterior shower
Geyser Gas/220 V
Water tank 90 ℓ (aluminium)
Kitchen Solid surface (composite material)
Gas stove Two burner
Microwave oven 20 ℓ
Fridge 50 ℓ and 130 ℓ
Power 12 V system with 2 x 200 Ah lithium batteries
Solar panels 510 W
Onverter 2 kW

SOME OF THE EXTRAS*

- Heavy duty shock absorbers and leaf spring upgrade
- Side steps (aluminium)
- Double shelving for storage and spare wheel; equipment box; bicycle rack;
- Front and rear bumper with recovery points, winch, and towbar
- 175 ℓ long range tank (aluminium)
- Snorkel; 12 V air-conditioner
- Awning

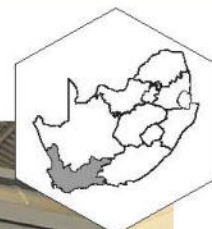
OFFICE Cape Town, Parrow

CONTACT ☎ 073 093 1133 of 021 936 8600

✉ lukes@saroadtrippers.co.za

🌐 saroadtrippers-motorhomebuilds.co.za





SOUTHERN AFRICA ROADTRIPPERS 4 400 MM-EENHEID

Price ±R1 300 000
Sleeps Two
Material 54 mm fibreglass panel with
 polyurethane core (Arctic specification) and
 double-glazed glass windows
Size 4,4 x 2,1 x 1,92 m (interior)
Weight ±1 800 kg (the unit)
Vehicle Client supplies chassis (Iveco Daily 4x4 /
 Isuzu NPS 300 4x4)
Driver's Licence Code C

STANDARD EQUIPMENT

Bed size 2 x 1,6 m
Awning 3,5 m*
Bathroom Wet room with shower/bath, plus
 exterior shower and electrical cassette toilet
Geyser Gas/220 V
Water tank 155 ℓ (aluminium)
Kitchen Cupboards with work surface and separate basin
Gas stove Two burner
Microwave oven 20 ℓ
Fridge 40 ℓ and 130 ℓ (12 V)
Power 12 V system with 2 x 200 Ah lithium batteries
Solar panels 730 W (3 x 170 W plus 2 x 110 W)
Inverter 2 kW (and larger*)

SOME OF THE EXTRAS*

- Exterior kitchen with Weber and basin on slider
- Long range tank (± 210 ℓ)
- Winch with suitable front bumper
- 37" tyres with steel rims
- Additional 200 Ah lithium batteries; 12 V air-conditioner
- Heavy duty shock absorbers and leaf spring upgrade

OFFICE Cape Town, Parrow

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Price	±R2 500 000
Sleeps	Two or four
Material	54 mm fibreglass panel with polyurethane coreand aluminium outer support frame, double-glazed glass windows and expedition door (Arctic specification)
Size	6,2 x 2,4 x 2 m (interior)
Weight	±2 500 kg (the unit)
Vehicle	Client supplies chassis (8 t and upwards)
Driver's Licence	Code C

STANDARD EQUIPMENT

Bed size	2,4 x 1,6 m
Awning	4,5 m
Bathroom	Separate shower and cassette toilet (inside) plus basin; outside shower
Geyser	Diesel / 220 V and heater (hydronic)
Water tank	370 ℓ (inside) and 400 ℓ (outside)
Kitchen	Cupboards with work surface and Basin; coffee machine with dedicated area
Gas stove	Two burner
Microwave oven	38 ℓ (microwave convection oven)
Fridge	Two 130 ℓ fridges and a 40ℓ fridge
Power	24 V system with 400 Ah lithium batteries (or larger)
Solar panels	1 580 W
Inverter	5 kW (24 V)

SOME OF THE EXTRAS*

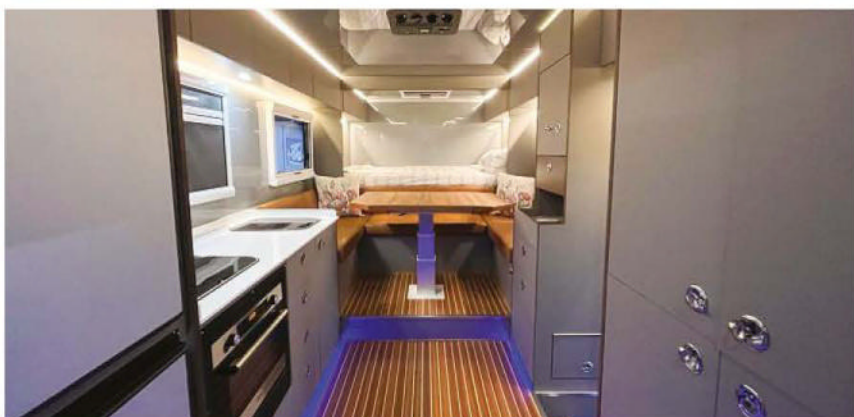
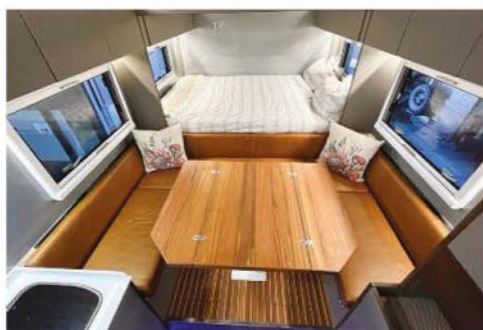
- Exterior kitchen with Weber and basin on slider
- 24 V air-conditioner
- Dish washer; washing machine
- Grey water tank
- Additional 200 Ah lithium batteries
- Reverse camera

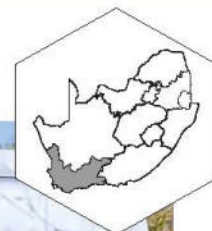
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TRAVELSTAR MOTORHOMES

TRAVELSTAR NAVI

Price R899 900
Sleeps Two
Material Fibreglass skins with polystyrene core
 (vacuum moulded)
Size 5,627 x 1,76 x 2,65 m
Weight ±750 kg (the unit)
Vehicle Included, Toyota Hilux 2.4 GD-6
 (4x4, auto)
Driver's licence Code B

STANDARD EQUIPMENT

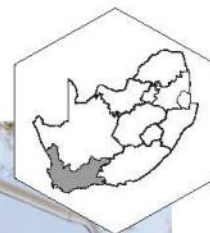
Bed size 1,9 x 1,7 m
Awning No
Bathroom Cassette toilet, basin and exterior shower
Geyser Gas/220 V
Water tank 60 ℓ
Kitchen Exterior with basin (crockery included)
Gas stove 2 x two burners (inside and outside)
Microwave oven No
Fridge 40 ℓ
Power Two 102 Ah batteries with charging system
Solar panels No (solar ready)
Inverter No

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TRAVELSTAR MOTORHOMES

TRAVELSTAR RETREAT

Price R1 350 000 (Iveco)
Sleeps Four (two beds)
Material Fibreglass skins with polystyrene core
 (vacuum moulded)
Size 7,07 x 2,24 x 2,8 m
Weight ±3 200 kg (vehicle)
Vehicle Included, (Mercedes-Benz Sprinter / Iveco Daily)
Driver's licence Code B

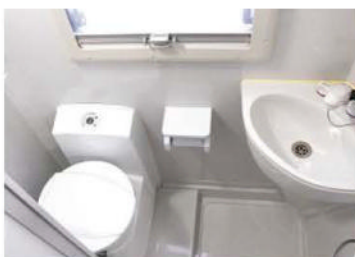
STANDARD EQUIPMENT

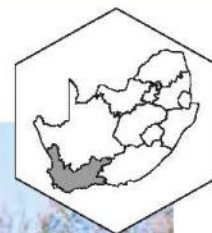
Bed size 2 x 1,3 m and 1,8 x 1,2 m
Awning No
Bathroom Wet room with shower, basin,
 cassette toilet
Geyser Gas/220 V
Water tank 60 ℓ
Kitchen Crockery for 4
Gas stove Two burner with basin
Microwave oven 20 ℓ
Fridge 140 ℓ
Power Two 102 Ah batteries with charging system
Solar panels No (solar ready)
Inverter No

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TRAVELSTAR MOTORHOMES

TRAVELSTAR ODYSSEY

Price.....R1 500 000 (Iveco)
Sleeps.....Six (three beds)
Material.....Fibreglass skins with polystyrene core
(vacuum moulded)
Size.....7,07 x 2,24 x 3,16 m
Weight.....3 300 kg (vehicle)
Vehicle.....Included (Mercedes-Benz Sprinter /
Iveco Daily)
Driver's licence.....Code B

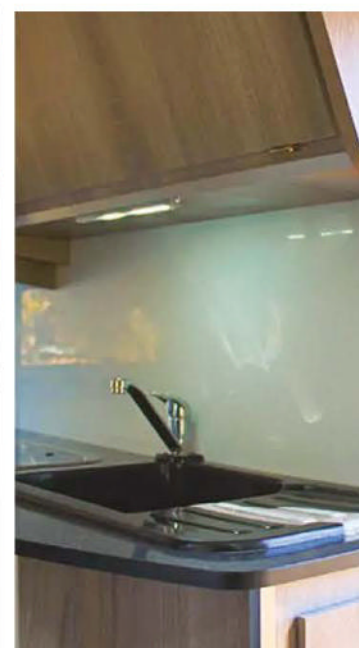
STANDARD EQUIPMENT

Bed size.....2 x 1,3 m; 1,8 x 1,2 m; 2,1 x 1,2 m
Awning.....No
Bathroom.....Wet room with shower, basin,
cassette toilet
Geyser.....Gas/220 V
Water tank.....60 ℓ
Kitchen.....Crockery for six
Gas stove.....Two burner with basin
Microwave oven.....20 ℓ
Fridge.....140 ℓ
Power.....Two 102 Ah batteries with charging system
Solar panels.....No (solar ready)
Inverter.....No

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VOLKSWAGEN COMMERCIAL VEHICLES SOUTH AFRICA

VW CALIFORNIA 6.1 COAST

Price	R1 597 900 (excluding extras)
Sleeps	Four (two in roof tent and two in cabin)
Material	Bright Oak wooden finish, stainless steel and other
Size	5,006 x 2,297 x 1,99 m
Weight	3 080 kg (GVM)
Vehicle	Conversion included
Driver's licence	Code B

STANDARD EQUIPMENT

Bed size	±2 x 1,2 m (roof tent bed); ±1,85 x 1,48 m (cabin bed)
Awning	Yes
Bathroom	Socket for exterior shower*
Geyser	No
Water tank	±30 ℓ (grey water)
Kitchen	Cupboards, camping table and 2 camping chairs; stainless steel basin and removable dish
Gas stove	Two burner with 2,8 ℓ gas cylinder
Microwave oven	No
Fridge	±42 ℓ
Power	Two AGM batteries
Solar panels	No
Inverter	230 V (at driver)

SOME OF THE EXTRAS*

- Socket for exterior shower
- Floor covering in passenger compartment in wood trim
- High beam control
- 17" Aracaju alloy wheels
- Metallic paint
- Heritage dual colour paint

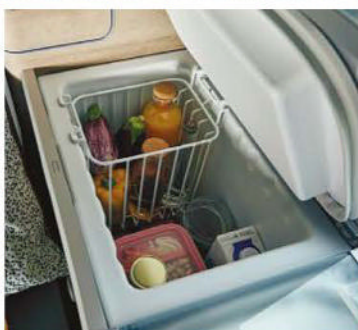
(Recommended retail price incl. VAT shown, and availability of options and paint finishes are limited.)

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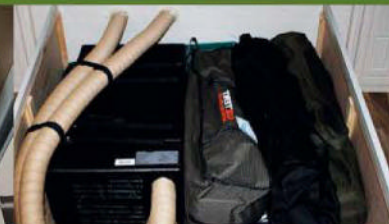
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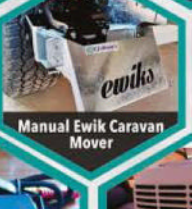


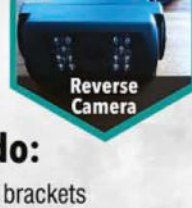
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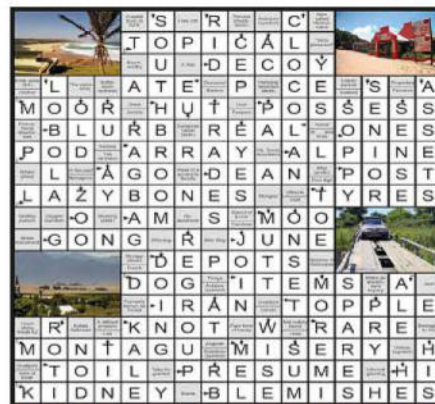
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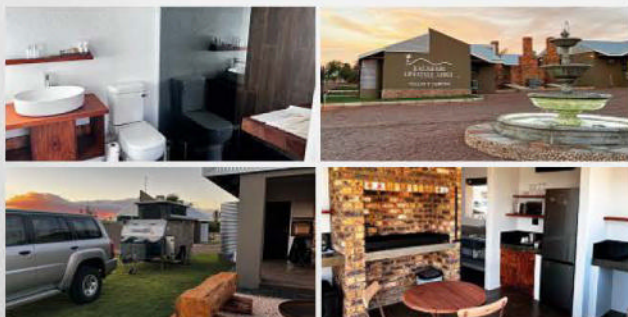
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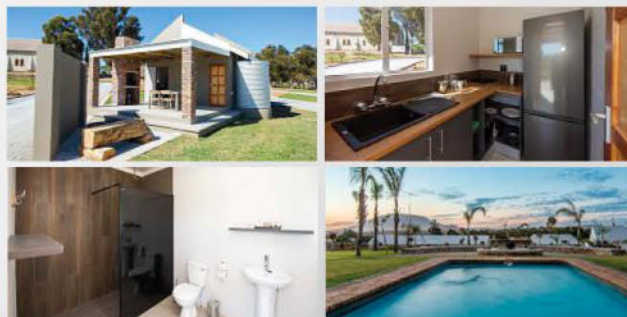

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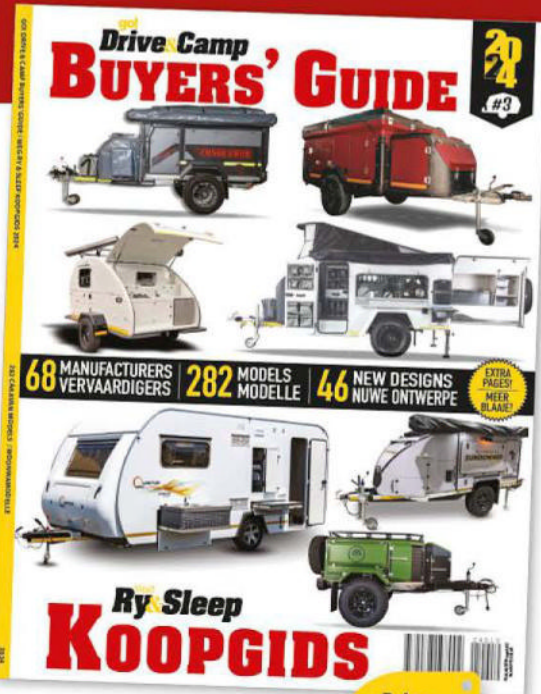
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This is the third edition of our annual Buyers' Guide, and as with the previous issues, local manufacturers have once again provided a solid selection of new models. Leon Botha Editor: Caravan Buyers' Guide

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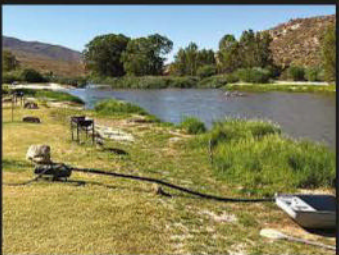


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CROSSWORD

Exercise your brain with this crossword puzzle. Research suggests it is not only beneficial to your language and cognitive skills, but it's also a great way to relax.

Get a pencil (and eraser) and enjoy. The solution to the previous puzzle is on page 133.

			Battlefield outside Kimberley	Sun god	Meal	Question (abbr)	Camp- site outside Clan- william			
			Braai		Gallium (symbol)	Page (abbr)	Mineral liquids			
Devour					Limit					
From time to time	Sheltered side			Kid- napper's payment				Milligram (abbr)	Moon cavities	
Jewel	Honey							Not she	Rubbers	
		Sign of the zodiac				Upper				
		Chunk				Possess				
Relaxes				Small chair				Epoch		
								Blue- green		
Speak ... of			Healthy		Direction			Promo		
Thus			Farm animal		Iridium (symbol)			Beer		
		In the past		Expense for ice skating			Comfort			
		Sense of self					Female sheep			
Suave						Sales- person				
Large										
			Astatine (symbol)		Have watched	Anarchic				
						Admirer				
Com- petitions						Not you				
						Bench (in church)				
			That is (Latin abbr)		Increase		Male title			
					Take away					
			Foes	Fool						
			Ballpoint, eg	Golf club					Adult male	Lower limbs
Town in the Hantam Karoo	Alike		Gr letter		Nobelium (symbol)		Entertain			
	Spoil		Drink gingerly		Flower		Wilde- beest			
								Pula, eg		
								Indefinite article		
Threat- ening						Steal			Weg's English sister	Ger- manium (symbol)
Stride										
			No date (abbr)		Un- musical					

COMPILED BY GERDA ENGELBRECHT

Colour in



COLOUR IN

Get your crayons and colouring pencils out and bring life to this line drawing.

WORD SEARCH

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

SPOT THE DIFFERENCES

There are at least 10 differences between the two illustrations. See if you can find them all!

MAZE

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

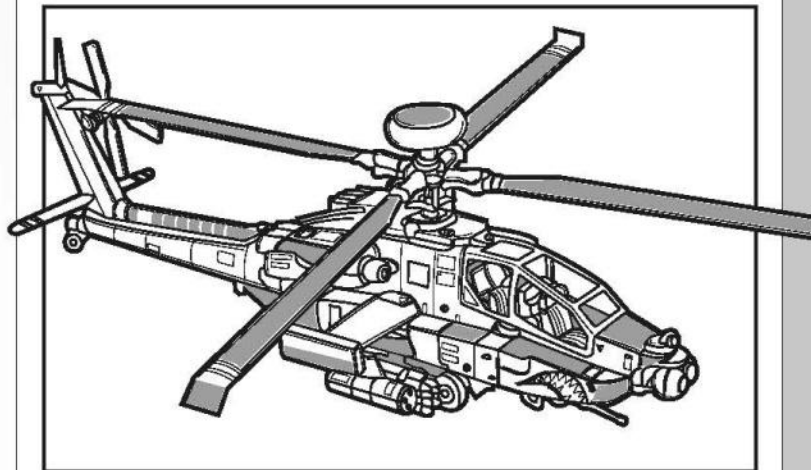
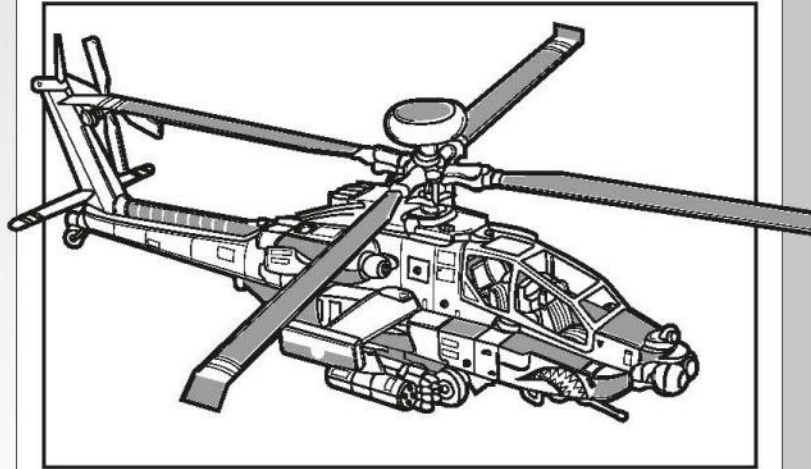
Word search

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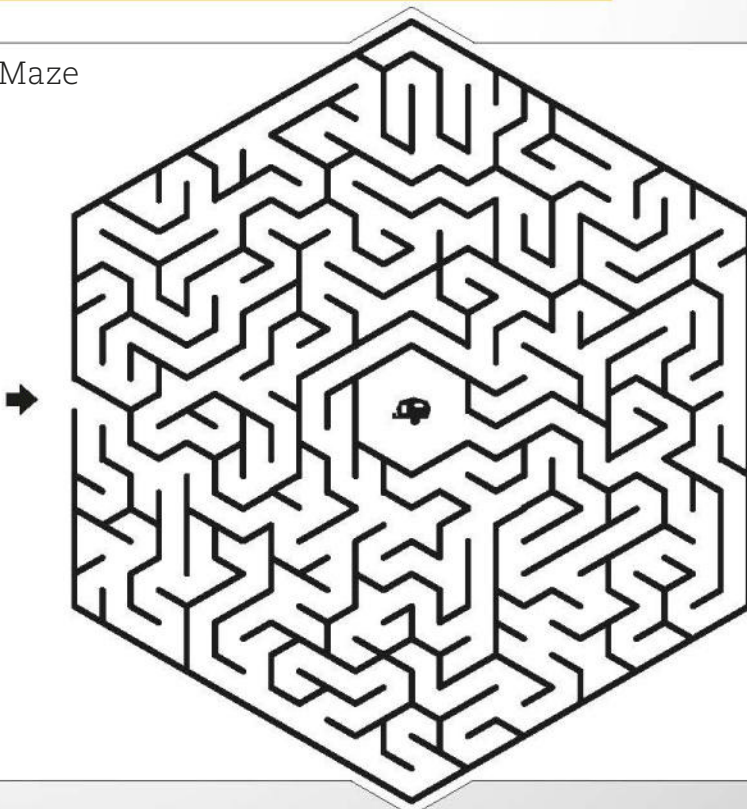
BOARD GAMES

Monopoly	Clue	Pictionary
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Boggle	Battleship	Backgammon

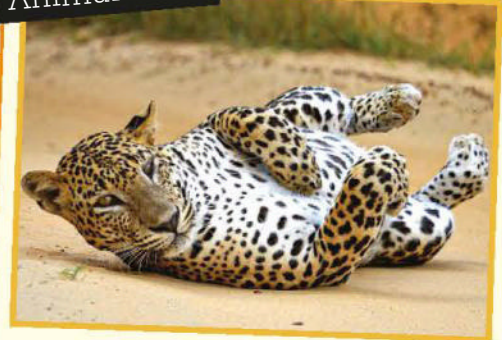
Spot the differences



Maze



Animal facts



LEOPARDS (*PANTHERA PARDUS*)

- Leopards are found on several continents including Africa, Central Asia, India and China.
- Females weigh up to 60 kg while males weigh up to 75 kg but can run up to 58 km per hour.
- The dark spots on a leopard are called "rosettes" because their shape is similar to that of a rose. Black leopards are commonly called black panthers.
- Leopards are nocturnal hunters who can see seven times better in the dark than humans.
- They are carnivores who will eat a wide variety of prey from birds to deer and antelope.
- Leopards are strong and agile climbers who often drag their food 15 m high into a tree to enjoy.

The trouble with fitting bigger tyres

Tyres are indeed the biggest form of aftermarket 4x4 accessory worldwide, but it's not as straightforward as bigger is better, says **Mic van Zyl**.

In the pursuit of reduced emissions, 4x4-vehicle manufacturers select original tyres for their vehicles that are light in weight and feature less aggressive tread patterns and tread depths. These result in lower rolling resistance, lower fuel consumption and lower emissions.

For everyday use and occasional dirt road travel, these tyres are fine. Once you move into the realm of overlanding and serious off-roading however, a more suitable option is required. One of the first upgrades we do

to our fleet of 4x4 overlanding vehicles at Ironman 4x4 is a new set of off-road rims and tyres.

Tyres are actually

the biggest form of aftermarket 4x4 accessory worldwide. The most popular 4x4 overlanding vehicle here in SA is the double-cab bakkie and, apart from our Suzuki Jimny, the rest of our vehicles are all bakkies.

Double-cab bakkies on the market here in SA are sold as standard with quite a variety of wheel and tyre sizes. Rims sizes range from 16" to 20" depending on the model, and tyre diameters range from 30" to 31,5" (765 to 800mm).

As overlanding and off-road enthusiasts, we have over the years, settled on a combination rim and tyre size for our bakkies of 17" rims with a tyre diameter of between 30" and 31,5". The reason for this is that the aspect ratio of this combination, 65 or 70 profile, gives us the best all-round result for every day highway driving as well as being able to deflate our tyres sufficiently to enable the required floatation when tackling deep sand or traversing rocky terrain.

Furthermore, with the tyre effectively being part of the vehicle's suspension, a taller sidewall results in slightly better ride comfort.

The standard wheels on my personal 2023 Hilux GR-S double cab were 17" rims and 265/65/17 highway terrain tyres. This gave me a standard tyre diameter of roughly 30.5" or 775 mm. Bear in mind that the vehicle designers chose this size and designed the drivetrain, brakes and wheel speed sensor equipment around this tyre size.

As a rule, we upgrade the tyre diameter slightly on our trucks to 265/70/17 which results in a diameter of 31.6" or 805 mm. This results in an increase in the tyre diameter of around 30mm or 4%. This size offers just a little bit more deflation capability and happens to be the most popular off-road tyre size available

across the sub-continent should you need to replace a tyre somewhere far away from home.

These tyre sizes are theoretical and can vary depending on the actual tyre type and tread depth. Realistically, the original Dunlop tyres on my bakkie had a diameter of 770 mm when fitted and inflated on the original rims. The Mickey Thompson Baja ATZ P3 off-road tyres in 265/70/17 that I fitted to my new 17" offroad rims had a diameter of 810mm. This is an increase of 40mm or 5%.

Due to the rugged design of these tyres, there is also a significant increase in weight. This can be as much as 20kg per wheel. This increase in tyre size and weight comes with a penalty though.

Your vehicle's drivetrain has to work much harder to turn these bigger, heavier wheels. Engine, gearbox, prop-shafts, CV joints, diffs and side shafts all suffer the consequences. On top of that, my Hilux has around 600kg of 4x4 accessories and gear fitted to it which compounds this problem.

Of course, once on the move, at some stage, you're going to have to use the brakes and bring your rig to a stop. Herein lies one of the most overlooked potential issues when building your overlanding 4x4. I recently had to perform an emergency stop from highway speeds and realised that I had a serious problem with the braking capabilities of my truck.

According to my research, I have decreased the braking capabilities of my Hilux by almost 15% by fitting the bigger and heavier tyres – a situation that required immediate attention.

As I spend 90% of my time in my truck on roads, I have elected to go back to the original tyre size and fit a lighter but still rugged duty off-road tyre. I may also look at a brake system upgrade and if I do, I'll report back on that in the future. ●



DISCOVER MAGAZINES AT YOUR FINGERTIPS

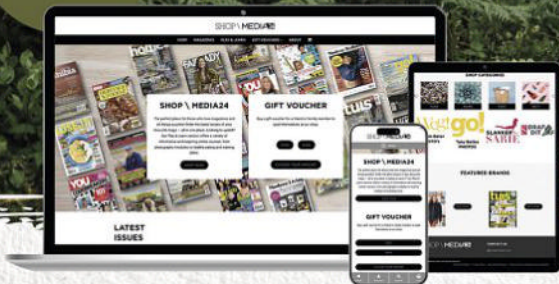
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Zen and the art of persuasion

How do you convince a staunch anti-camper to at least give it one try?
Neels van Heerden has some advice.

I can understand why so many people are hesitant to camp. There's a common misconception that camping means dodging swarms of insects, sleepless nights on rocky ground, and being at the mercy of dirty and messy ablution facilities.

Someone with this preconceived notion will naturally prefer the comfort of a hotel room. So, how do you

convince them to try camping just once? I believe you start by listing the benefits. And where better to begin than with camping's greatest ally: nature.

Camping gives you the chance to break away and experience the uniqueness of nature. It's a lifestyle that allows you to rediscover your inner self – far removed from the everyday hustle of the concrete jungle. Nature speaks through sounds, scents, and aromas. You disconnect from city noise – honking horns, screeching tyres, and blaring sirens.

Switch off your smartphone for a few hours and detach from the relentless hum of the digital life. Imagine a weekend without WiFi, emails or social media. Instead of staring at your phone, you explore the shades of nature. At night, you marvel at stars and planets displayed above you in the sky. The soft rustle of leaves, the melancholy howl of a jackal and the call of a night owl create a unique serenity while you enjoy the flickering flames of your campfire. And in the mornings, bird song wakes you up rather than an alarm clock.

Scientific research has found that camping helps with ailments such as stress, anxiety and depression. The simplicity of camping encourages you to be more in tune with the present – the smell of the bush and veld, the taste of a toasted sandwich scorched over open flames, or the feeling of a soft breeze tickling your skin.

Nature has a calming effect on our minds. Ask regular campers, and they'll tell you how much more relaxed and refreshed they feel after a few days away from the hustle.

Simplicity is also a luxury. We have become accustomed to a life of comfort

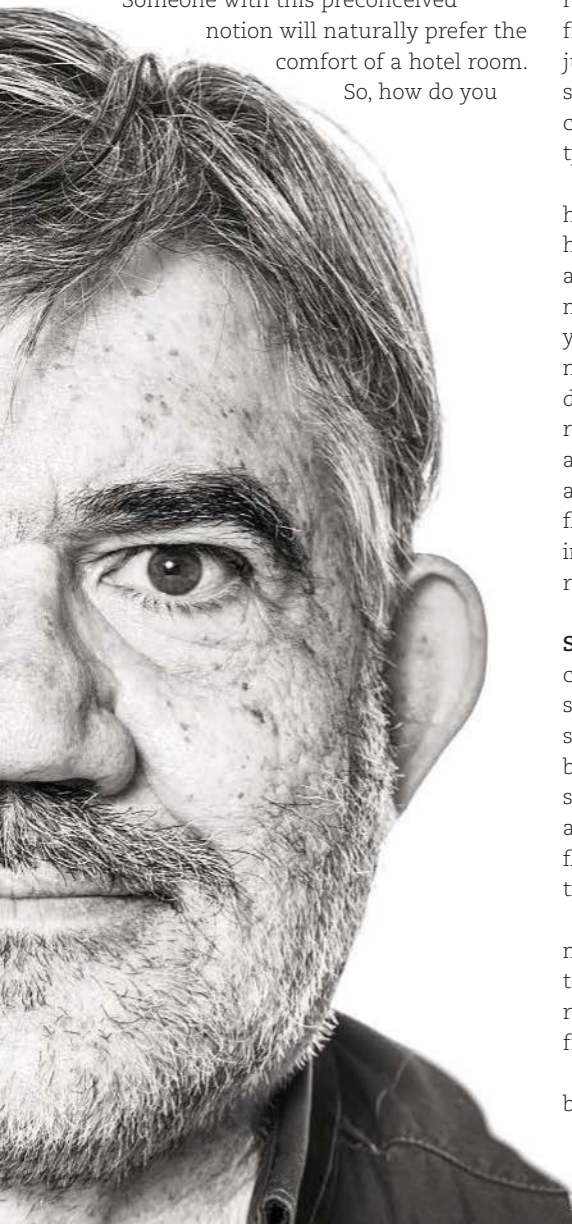
and excess, yet there's something liberating about stepping back to the basics. When you camp, the stuff that normally seem essential fade into the background.

You enjoy simple pleasures like a hot cup of coffee in the crisp morning air, that feeling when the tent is set up or the warmth of a campfire at night.

The camping lifestyle also embraces the basic principles of life: finding shelter, preparing food, and spending time with loved ones. You experience unique moments, like taking an early evening stroll through the campsite and admiring all the braais, caravans and tents. You breathe in the tranquillity and enjoyment of fellow campers and share in their joy and peacefulness, uninvited. You become part of a community. It's a humbling experience and often leads to a renewed appreciation for the things we usually take for granted.

If the thought of staying in one place all the time sounds boring, remember that camping is as much about adventure as it is about relaxation. Whether you're hiking in the veld, rowing on the river or exploring the area with your mountain bike, there's something for everyone to discover. Such small moments of discovery are often the most unforgettable camping experiences.

Quality time with your loved ones allows you to deepen your connection with those dearest to you – something not that easy on WhatsApp. You create memories through shared experiences like hiking or simply sitting around the campfire swapping stories. These moments of togetherness are priceless and create memories that will last far longer than any material possessions. ●





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The trials of touring

There are three elements of a successful tour: having a good route plan, experiencing an adventure and bringing back many memories. Some people, however, confuse a tour with a holiday, says **Pieter Hoepfner**.

The word “tour” has acquired a fancier term: “overlanding.” Overlanding sounds important, like something you might have had to study for. It also conjures up exotic images, almost like a honeymoon in Vietnam.

Ordinary people with two and a half kids, an overdrawn credit card and a house in Bellville don’t “overland.” No, they just tour. Even if they travel to exactly the

same places as overlanders, it doesn’t qualify for this exclusive description. It’s just a tour, plain and simple.

On the other hand, a tour is something completely different from a holiday. A holiday is when you hitch the caravan, tow it to Hartenbos or Tietiesbaai, and settle down there for three weeks. You take everything with you, because you only offload once, and you only set up camp once. First of all, naturally, is the

wife’s entire wardrobe, followed by her new wardrobe with clothes she bought specially for the holiday. Third is the kids’ stuff, then comes dad’s gear, and last, the rest. This usually consists of Mom’s collection of beach chairs, hats, towels, sunscreen, and all the kids’ bikes and toys that they never play with.

You don’t complain too much about all the stuff because there’s space, and besides, you know you’re only offloading

“

The mediator in the front left seat has given up all attempts at a peaceful settlement and resorted to threats and alcohol

”

once. The only exception is when the wind at Tietiesbaai decides to throw a tantrum, and after the fourth day, you find the remains of your tent in the bushes and immediately decide to check in at Club Mykonos.

When you tour, you can't cart everything you want with you. On

a tour, a different dynamic rules because you never stay more than one night in the same place. Okay, maybe two. Fine, three at most. This means you have to set up and take down your camp far more often, and the effect this has on your travel companions' moods is important – something you need to monitor carefully. In an effort to keep the peace for as long as possible, you pack only what's necessary.

One reason for this is the tendency for luggage to multiply as the tour progresses. Those crates that fit so snugly between the fridge and the suitcases when you left home will stubbornly refuse to fit there again by day seven. This is, of course, thanks to the bag full of dirty laundry, the wet towels, and the giant wooden crocodile your wife bought by the roadside, all of which have since joined the pile.

The tent also doesn't roll up as tightly as it did at home, and the tent storage bag you tried so hard to keep tidy begins to resemble a porcupine that just found out its entire pension was invested in Steinhoff.

The logistics of touring are far more complex than those of a holiday. Touring means making a series of bookings months in advance; you need to have your

arrival and departure dates ready, and your distances and driving times must be precisely calculated. Precision is key, and you practically need a postgraduate qualification in relativity theory to reconcile the distances with the necessary stops for fuel, pies, bathroom breaks – and wooden crocodiles.

It's especially important to do good research and planning for your travel times if you have small children... and still want to have them after the tour. The test of true parental love usually comes around three in the afternoon when the fragile peace treaty between mom, dad and the kids is pushed to the brink.

By this time, the worker class in the back seat has already staged two or three violent protests, causing significant damage to infrastructure and several shifts in alliances among the warring factions. The mediator in the front left seat has given up all attempts at a peaceful settlement and resorted to threats and alcohol. The chairperson behind the wheel has by now questioned his life choices, his love for his family, whether it really is his family, and why it's his family.

A tour is a constant test of your patience. Especially at border posts, where the staff seems to have suddenly and inexplicably lost the ability to speak or hear. The distrust in their eyes as they look me up and down is identical to the look my dad used to give me when he wanted to know if I'd studied for the exam. And the desperate fear in my eyes as I almost plead for the stamp is the same one my dad used to get from me back then too. Your patience is further tested by the reception staff at some campsites, who, after a long day of travelling difficult roads, take half an hour to check you in. It's as if they derive joy from stretching out the painful process for as long as possible while you stand there with pie stains on

your shirt, an urgent need for a bathroom, and an even more urgent need for a beer. The worst test of your patience on a tour, however, is your patience with yourself. It's only around day five that you realise you're off the clock and can finally relax.

The biggest difference between a tour and a holiday, however, is the potential for adventure. Many find spending three weeks camping by the sea enjoyable. You wake up every morning at the same time, in the same bed, in the same place. You walk the same path to the ablution block and say good morning to the same people. You lie on the beach late in the morning, and by late afternoon, you light the fire. You do and see the same things. People love it, and that's perfectly fine.

A tour, on the other hand, is the complete opposite: You definitely work harder and rest less, but every day you see something new. The satisfaction of reaching your final destination in the bush after a long, hot, dusty day filled with challenges over navigation, fuel planning, mechanical issues and odd shops with suspicious cuts of meat is what makes it so special.

To drive each day to a new horizon... and then beyond that to the next one. To be self-sufficient and self-sustaining brings you back to the simple pleasures of being human. The crackle of a fire, the taste of a cold beer, and the company of your people are so much more special when you've had to work a bit for it.

To have an adventure, you need to break out of your comfort zone. And adventure usually only happens when all your careful planning falls apart. When your rear tyre bursts on a dirt road, or when your last bottle of brandy leaks, or when you hit a kudu early in the morning. Or when all three occur on the same day, as recently happened to me. That's when you learn to make a plan. By the way, I could solve two of those three problems myself, but I still don't know how to distil brandy in a potjie.

So, come on, tackle that tour you've been putting off for so long. The time will never be right, you'll never have saved enough money, and you'll never get all your work done beforehand.

But go anyway and have an adventure. Just remember to pack an extra bottle of brandy.



Gramps is a keeper

They camp with a unique caravan that dates back to the golden years. It's one they're proud of, and they challenge readers to show off similar camping gear, say **Ria and Philip van Graan** of Modimolle, Limpopo.

Everyone thoroughly enjoys reading *Drive & Camp*, and some of us camp in luxury with a large, modern caravan. But we want to show off our beautiful, original 1977 Caravette 4 Tour Away, with which we've been camping for 44 years now. Can you believe we bought it brand new back then for just R2 900!

We even have the original service booklet, and the Caravette has now joined its golden years alongside the two of us.

The awning and even the hubcaps are original. The only modification is a nose cone we added to transport our gas cylinders. We camp happily with the old-timer and wouldn't trade it for anything. As you can probably guess, our Mazda 2.5-turbodiesel tows it with ease.

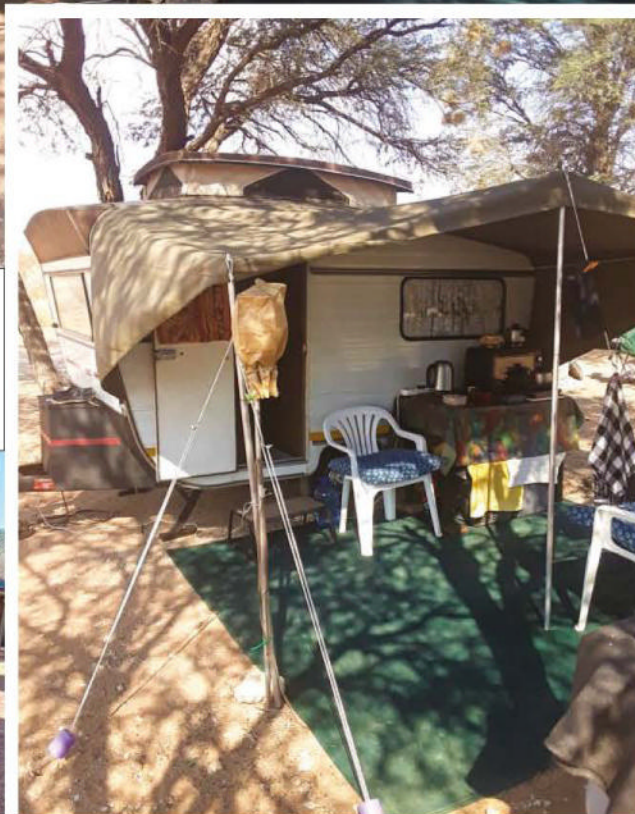
We recently camped at Twee Rivieren in the Kgalagadi Transfrontier Park. However, we didn't dare take on the park's corrugated gravel roads.

After each camping trip, it gets a thorough clean, and the vinyl roof, which is also original, regularly gets a fresh coat of polish to protect it from the elements. We'd love to hear if other readers also have such a neat old-timer. 📧



Have you perhaps come across a rare caravan or vehicle somewhere? Tell us about it and send us a photo to

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