

#60

WORS WONDERS! SIX SIZZLING BRAAI RECIPES

APRIL-MAY 2024 | ISSUE 60

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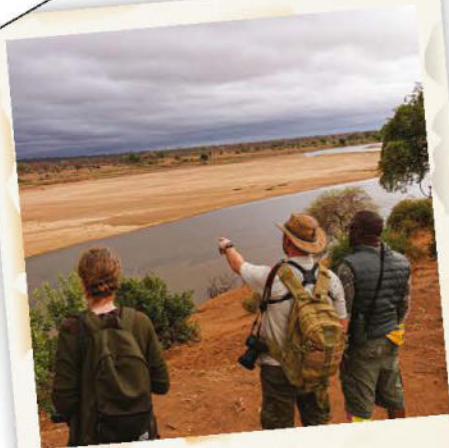


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PHOTOS EVAN NAUDE &amp; LEON BOTHA

# Where does the time go?

I'm continually amazed at the pace at which time seems to slip away these days. Is it me, or did we just exchange new year's greetings the other day, and now we're already facing the first official school holiday of the year? If you were clever and did a bit of forward planning, you probably took full advantage of the holiday season at this time of year, managing to craft a two-week break with just five days of leave. So, a big well done if you're currently lounging under your patio cover, catching your breath. You deserve it.

I've been pondering quite a bit about why it feels as though each year leaves us with a bit less time. In my search for an explanation, I came across some intriguing research by people much more knowledgeable than myself.

It turns out there are numerous reasons, ranging from your perception of time (to a five-year-old, one year is immensely long, being 20% of their entire life) to changes in the brain. As we age, our capacity to process visual information slows, and we capture fewer mental images, making time appear to speed up.

This is a broad-brush explanation, and one could easily spend hours discussing it and delving deeper, but the guidance I was truly seeking was on how to prevent this acceleration of time. We're all familiar with the saying "Time flies when you're having fun," but it feels to me it's not just during enjoyable moments, but also in my everyday routines that there seem to be insufficient hours in the day.

So, what can we do to slow down the clock and avoid that frequent question, "Where has the time gone?" Fortunately, my research uncovered a few strategies to help, and several of them piqued my interest.

For those of you who are regular readers of our magazine, here's some good news. You're already on the right path, as one recurring tip in almost all the studies is to seek out and embrace



new experiences. This year, why not take your caravan to a place you've never visited before, like Leon on page 60. Load up your touring vehicle and venture in a new direction... maybe to Gonarezhou in Zimbabwe, as Evan demonstrates on page 48.

When you return and life starts to feel like it's speeding up again, pause for a moment and reflect on the delightful moments from your journey. Integrating these experiences into your personal timeline and transforming them into enduring memories can foster a sense of a long and enriched life.

Also, stay attuned to the developments in your friends' and family's lives. Their experiences run parallel to yours, and by engaging with others and considering their

viewpoints, you expand your own life experiences, thereby enriching your existence.

One final piece of advice I intend to embrace is to try and see life through the eyes of a child for a while. The experts suggest that the level of attention we pay plays a crucial role in our perception of time. When we're distracted, time seems to fly by. So, try to live in the moment and perceive the world around you as if you had to recount every detail of your day to someone.

For me, there's no better setting than around a camelthorn campfire, sharing and hearing about the happenings in the lives of those I hold dear. It's in these moments that time seems to decelerate, even if just for a little while.

Safe travels!

*Schalk*

EDITOR

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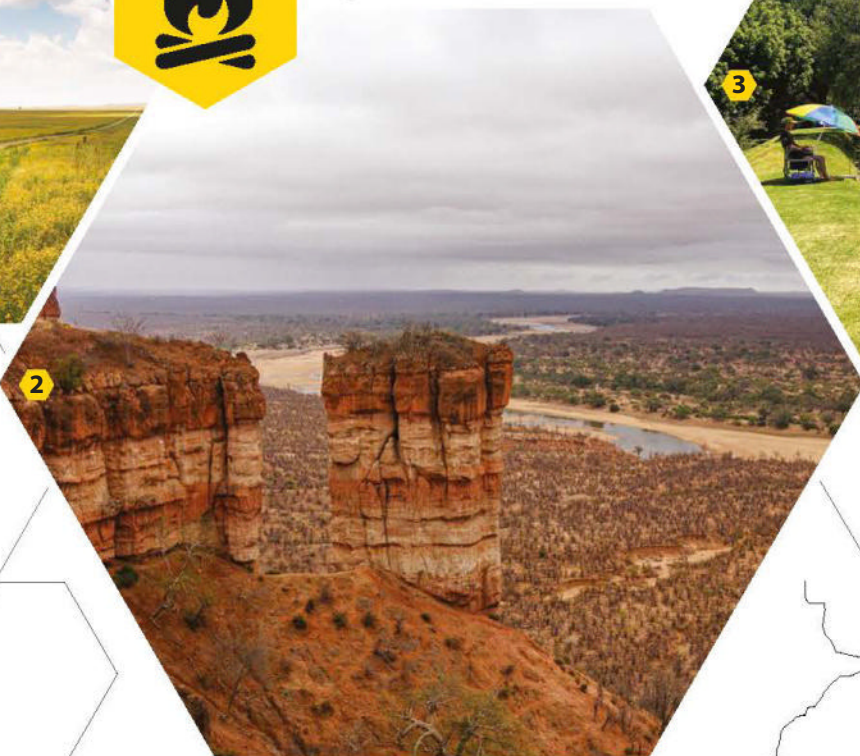
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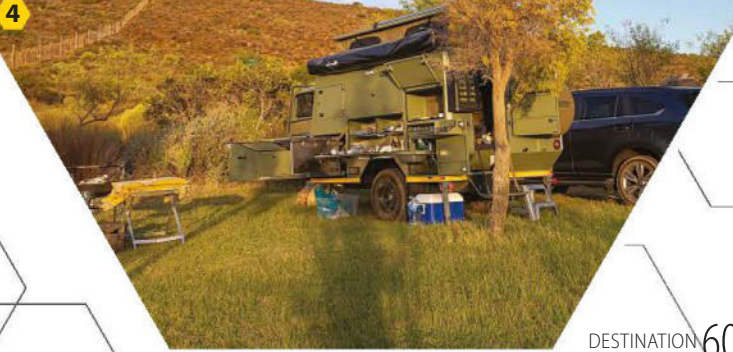


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# MEDIA24

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## #60 COVER PHOTO – LEON BOTHA

“The low water bridge across the Olifants River between Citrusdal and Clanwilliam is an almost iconic structure when you’re heading to the Cederberg. Previous visits included Lebanon Citrus and Algeria, but this time we were on our way to a new campsite called Lylus.”



**Camera settings** Canon EOS 6D Mark II; f9;  
 4 000 sec; 35 mm; ISO 2 500



### SAVANNAH BOW

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



2.1m x 2.1m x 1.5m  
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3.0m x 3.0m x 2.2m  
**R5 430<sup>00</sup>**

### SAFARI BOW

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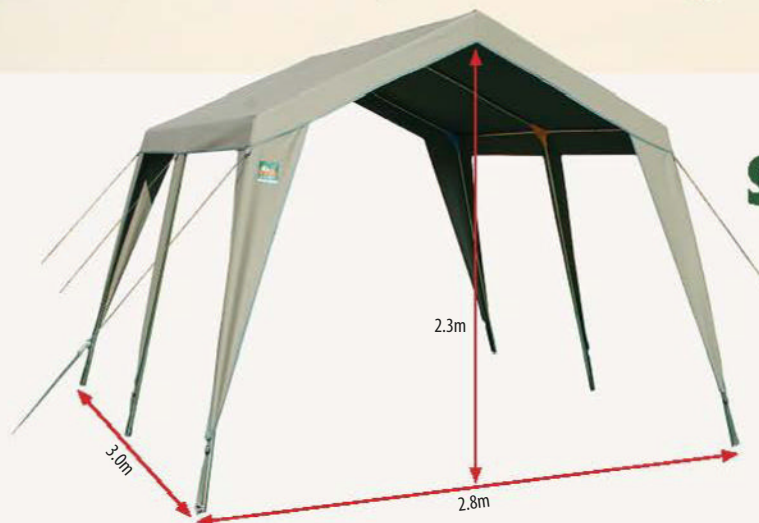
2.5m x 2.5m x 1.9m  
**R4 920<sup>00</sup>**  
3.0m x 3.0m x 2.2m  
**R5 710<sup>00</sup>**

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# Dearest Ouma

My husband Even and I were chatting to friends at a yoga class discussing how a caravan would be a great way to enhance retirement. Behind us, someone said, "My neighbour is trying to sell his camper van..." And so it started. We got Fanie van der Linde's details and set a date to view the vehicle in Parys.

The first thing we noticed was how spacious it was inside. There's no sense of claustrophobia, and there's oodles of storage options.

Fanie insisted we take it for a test drive to "see" for ourselves – I think he meant 'to hear,' because that Lexus engine gives a throaty roar that is most satisfying. Even took the wheel and as we drove, what played in my mind was the song "I remember the days of my life" from

that long-ago VW advert.

As all smart people will tell you, don't rush into things. So, we didn't. We went to a small brewery and sampled some gins and ales. We mentioned to our waiter we had to make a huge decision and needed some time to mull it over.

While sampling the delectable brews, the waiter peered over my shoulder and took a peek at the van photos on my phone. 'What is that?' he asked, amazed. "Is it a house or a car or a caravan?"

"It's everything!" I replied and told him we're considering its purchase. Without hesitation he told us if we're not going to buy it, we must please give him the details since he and his friends would buy it. Five minutes later, we were back at Fanie's to sign the papers.

All the way back to Joburg, we were

a bit dazed. What had we done? Should we call to cancel the deal? We aren't even campers. Are we crazy?

Today, we are indeed crazy about our well-loved and awesome camper van. Her name is Ouma because she has the distinctive orange and brown stripes of Ouma rusks.

We started out small with shortish trips to Magalies and Parys, but in December, Ouma ventured all the way to Cape Town and back. And this, I truly believe, is just the beginning!

Ouma might date back to the 1980s, but she is strong, and like the song says, we are going to be "passing on the memories!"

Thank you Fanie for our Ouma!

**INGRID BARNESLEY**  
Sandringham, Johannesburg

WINNING  
LETTER

Ingrid 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](http://winkel.weg.co.za)





# Easter Show!

5 - 7 April 2024



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**SWIFT**





# Feast at Tieties Bay

Every year, various friends and I camp for four weeks during the December holidays at Tieties Bay. I fondly refer to my camping spot as The Train Station because these friends come and go during this time.

Each year, I bring along Christmas decorations, but I've never brought a Christmas tree. Last year, however, I set one up. Not just any tree: one made of dried sea bamboo I collected around the campsite. I fastened the dried bamboo together with cable ties and finished it off with decorations.

For cooking, we use a braai fire, not a gas stove. One of my friends brought along 1 600 pieces of blue gum wood from Moorreesburg; my brother, James Laurence, dove for crayfish and black mussels to eat; and we gathered limpets from the rocks. We even found a pearl in one of the limpets – a rare find indeed. My friend Mari Hoffman had it set in a pendant for me.

We cooked the limpets and then ground them in a meat grinder. As one does with abalone, we added breadcrumbs, nutmeg and lemon juice, and served it over rice. It tasted just as good as abalone.

We also made a soup with the mussels. After cooking the mussels, you add them to a mixture of instant onion soup, lemon juice and cream.

You can't eat only seafood, and so, my friend Minaar Carinus made a delicious curry potjie with red meat. Tieties Bay is delightfully unique.

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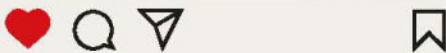
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*Tonga*





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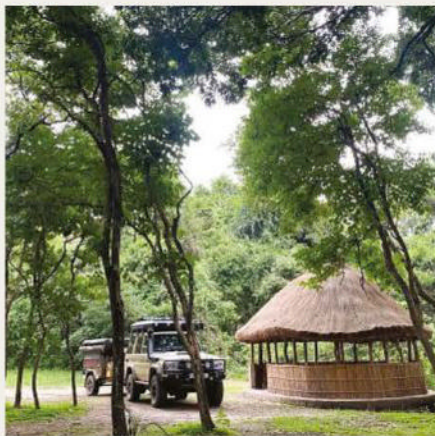


"Where's the good life? Right here's the good life..." @broad\_river\_overlanding at

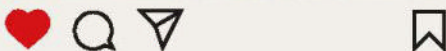
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"Lunchtime, with..." @kubu\_overland



"Kasanka National Park, Zambia" @jewel4travel



"Brand se Baai, West Coast" @jos1v7 Photo



"Mongoose Camp, near Montagu, Western Cape." @kubu\_overland



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## COMMENT OF THE MONTH!



Soutpoort



Soutpoort

We wanted to know from our Facebook followers what their most peaceful camping spot is. Here are some of the suggestions: Boulder Bay (south of Hondeklip Bay) and Koringkorrel Bay (a bit further south); Die Mond (north of Ceres); Polentswa (on the Botswana side of the Kgalagadi Transfrontier Park); Soutpoort near Loxton; Suikerbossie Guest Farm (between Ceres and Citrusdal); Almega (close to Dinokeng); Dwarsberg Trout Hideaway (Rawsonville) and Jongensfontein Caravan Park. 🌟





# Long live the Caravan Show!

This year marked the 20th anniversary of the Caravan Show and most of South Africa's manufacturers turned out in force to display their wares.

The Caravan Show at the Gallagher Convention Centre in Midrand has established itself over the years as the top event where new caravans are unveiled.

According to show director, Hampie de Kock, this year's event was the largest yet in terms of manufacturers' participation, with more than 40 of the country's 60 or so manufacturers showing their models.

A third hall had to be added to accommodate a total exhibition area of 17 000 m<sup>2</sup>. This year's showcase attracted 27 000 visitors – significantly more than the average 22 000 of previous years. A major benefit for manufacturers is seeing first-hand the public's reaction to their new products.

One model that caught our eye was Berg Off-Road's unique off-road caravan, the CX6, which sleeps up to six people and features a novel idea for an indoor bathroom.

There was also great anticipation for the new Sprite series after Quantum Caravan World acquired the brand in



2022. Showgoers were the first to get an up-close look at the new models.

It was a pleasant surprise to see that the manufacturer had not only exhibited road caravans but also a brand-new Sprite Tourer. The Tourer was

the most popular model of the previous Sprite series.

Alongside the show's usual stalwarts, this year saw many new exhibitors. Here's our overview of all that was new this year.



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SPRITE SPACE



SPRITE SPIRAL



## QUANTUM CARAVAN WORLD

Sprite was previously available in three road models: the Sprint, Swing and Splash. Quantum's founder and CEO, Jurie Pienaar, says that although he has renamed the models to the Spin, Spiral and Space, he aims to build on the brand's proud tradition and established identity.

At first glance, the models' outdoor kitchens look familiar, as they seem to be the same as in the old caravans, yet they are brand new. Jurie says he wanted to retain the appearance and also some of the layouts that were very popular. For example, in the old models, you had trouble getting past the corners of the bed and this has been addressed: all the models are now 100 mm wider than before.

Jurie aims for an affordable caravan\* that

is so well-equipped you only need to pack your food and clothes, hitch up and go.

The new Sprite series also introduces several refreshing innovations. Jurie redesigned the traditional H-hinge used to lift the roof. It no longer locks with a loose screw but rather with newly designed sliding pieces that lock automatically. It also requires only one person to lift the roof and, more importantly, to lower it.

The Spiral and Space were on display at the show and the only difference between them is the interior at the back. The layouts are the same, with the island bed at the front and a dinette that fits by the door at the back. Towards the front, there's a hand basin opposite the bed's right corner.

There are ample power points: at the basin, on both sides of the bed, in the

cupboard to the left of the bed and on the countertop to the right of the fridge. There's also a mirror on the wall above the basin and the doors above the bedside cabinets are higher than in previous models.

The Spiral and Space's dinette benches face each other with a table in between that attaches with an open hinge to the back panel. There's a sturdy leg attached to the table that can fold away to later serve as support when you place the table between the benches to convert it into a bed. The Spiral's dinette becomes a sleeping place for a third person in the caravan (a double bed in the Space).

Jurie deserves a feather in his cap for the clever layout in the middle of the caravan. There are cupboards in the middle against the left panel with the fridge opposite it





SPRITE SPIRAL TOURER



The pop-up roof and body panels consist of a fibreglass skin and an insulation layer. The front and rear panels of the caravans are a new design.

As before, the Tourer model is built for gravel road towing. The Spiral Tourer was on display at the show – now with 15-inch wheels (instead of 14 inches) and it's 40 mm higher. Jurie also fitted shock absorbers.

All three caravans on display have a load capacity of 300 kg. The respective tare weights of the Spiral, Spiral Tourer and Space are 1 050 kg, 1 090 kg and 1 130 kg. The GVM is 1 350 kg, 1 390 kg and 1 430 kg.

**Prices** Sprite Spiral R325 000; Sprite Space R349 500; Sprite Spiral Tourer R360 500

**Contact** 011 974 5595

info@quantum.co.za

quantumleisure.co.za

*\* If you compare the three models on display with the three corresponding models of the old Sprite models, the new range is between R59 000 and R83 000 cheaper – according to a 2023 price list we obtained. – Ed*

on the right. Jurie has turned the fridge 45°, which means one corner points to the middle of the caravan and the other is at the right-hand panel.

This not only creates open space at the basin and opposite the door but the top part of the wall cupboards near the door has a removable panel in case you want to install an air-conditioner. The air then hits the corner of the fridge, which then directs the flow to the front and back of the caravan.

The cupboard housing the air-conditioning's external unit is above the right wheel. Even if you don't opt for the air-conditioning option, the wiring is already in place.

Some caravan owners place this unit in the nose cone, which then takes up valuable space and increases the caravan's nose

weight. Here, the unit sits on the axle and you save space in the nose cone.

The fridge, microwave and power points operate on 220 V electricity, while the water pump and lights use 12 V power. Speaking of lights: There are wide strip lights at the top cupboards at the front and dinette. Although a gas cylinder and stove are provided for, these items are not standard.

The outdoor kitchen has a cupboard above and below, each with its own door. Above are the Sprite glasses and cups, while the microwave fits in the lower cupboard – the door folds down to form a work surface when opened. Items like the cutlery go into a loose canvas bag that folds up and can also be used as a picnic basket, but at the campsite, you hang it unfolded against the body next to the cupboards.

#### QUANTUM LEAP

In addition to Sprite, Quantum Caravan World now also owns the Jurgens, Gypsey and Wilk brands, also the Tourer, XCape and Xplorer models.

In the future, Jurgens models will fit between the new Sprite and Quantum ranges, while Wilk will be custom caravans catering to the specific needs of customers.

Jurie says they also have plans for the Gypsey.





TUFF CATS MBADA NOVA



TUFF CATS MBADA

## TUFF CATS

Tough Cats' Mbada models have undergone a facelift. The Mbada Nova now features a step in the door and an electrically lifting roof – now 100 mm higher than before. The standard Mbada's roof no longer lifts above the left wheel but parallel to the floor (also with actuators). All models come with canvas pouches in the door. The pouches at the bottom have a transparent section. The

two pouches right at the bottom also have windows but are attached to the canvas with Velcro. So, you can use it as a bathroom bag and carry it around. The trailers have a tare weight of 1 010 kg and a GVM of 1 800 kg.

**Prices** Mbada R471 260; Mbada Nova R458 750

**Contact** 083 609 6947

jaco@tuffcats.co.za tuffcats.co.za

## INVADER

Invader introduced another Quattro model, the Quattro X, featuring upgrades similar to those seen in the Duo X model. Like the Duo X, the Quattro X now also boasts an external cupboard above the right wheel, allowing direct access to a wardrobe when setting up the shower tent on that side of the trailer. Other similarities include 17-inch wheels, two flat drawers above the fridge/freezer in the nose cone, the stove's screen, a Victron 25A smart battery charger and inverter, two 105 Ah batteries, two USB ports and lights in the nose cone and cupboards.

Dan-Pierre Louw, the owner of Invader, achieved the near impossible by making the two beds in the Quattro X electrically extendable. Each bed, folded in half atop the trailer, then unfolds 180° forwards and backwards. Inside, on both sides of each bed's hinge, is an actuator with an extension arm that folds and unfolds the bed. The four motors are discreetly placed and won't be a bother.

The Quattro X is equipped with a 2-tonne axle (compared to the 1,8-tonne axle of the standard model) and a 120 l water tank (100 l in the standard model). The Quattro X also has a higher tare weight of 70 kg (930 kg), but the GVM remains unchanged at 1 500 kg. The Quattro X is 350 mm longer (4,8 m) and 60 mm narrower (1,82 m) than its predecessor.



INVADER DUO XS



INVADER QUATTRO X

Additionally, the Duo X has been joined by a new variant: the Duo Xs. This more basic version was around R50 000 cheaper than its older sibling at the show. For

example, it features 15-inch wheels (as opposed to 17 inches), a Victron 15 A smart charger (as opposed to 25 A) and the two flat drawers above the fridge/freezer are optional, as are the stove's windscreen, an inverter, the lights in the nose cone and cupboards, the two USB ports and the water level meter.

The tare weight of the Duo Xs is 50 kg lower (860 kg), but it maintains the same GVM (1 500 kg) and dimensions.

**Prices** Duo Xs R359 500; Duo X R408 000; Quattro X R445 000

**Contact** 021 948 2754

info@invader.co.za invader.co.za





## BERG OFF-ROAD

Berg Off-Road, a new manufacturer, showcased its CX6 off-road caravan, boasting several innovations. It takes something special to stand out among so many caravans, but that's precisely what Berg Off-Road did at this year's show.

Co-owner FC Buys tells us they started developing it three years ago, partly to meet their own needs as what they wanted was not available on the market at the time.

Like in a typical off-road caravan, a bunch of panels open up and the CX6's bed is pulled out from the rear panel. But unlike other models, this one pulls entirely out of the body and the panel above the bed opens up like a solid rooftop tent to the caravan's pop-up roof. You can thus sit up comfortably on the bed. FC says the bed is an extra-length king size.

The rest of the space under the pop-up roof is all sleeping space. There's a single bed on the left and to the right, both against the side panels with an aisle in between to access the pull-out bed. There's even a fourth bed that folds down from the left panel. On the right, by the kitchen, another surface folds down for a sixth person, which you can also use as a work surface.

The entire outdoor kitchen slides out on a frame from the body to the left of the entrance door. The sink with a small work surface is at the end, followed by the two-burner gas stove. Below that is a drawer for all the cutlery. The food cupboard is against the body in the door and the fridge/freezer slides out on its own from the nose cone.

When you pull out the kitchen, that space in the caravan becomes the bathroom. FC



says it's the only caravan in the world to boast this feature and they have patented the idea.

The sloped section of the nose above the drawer is a panel that flips up to create standing space in the caravan. It's a very clever idea: when you're in the bathroom, it's open above you, but you can also zip it closed if the weather is iffy. On the right in the bathroom is the toilet and on the left, in the corner near the door, is the shower with a basin.

The swivel awning is also unique. This type of roof is usually an extra on a caravan and is attached outside the body. On the CX6, the space in which the awning roof retracts is part of the caravan's design. When the roof then unfolds, you see a second

clever idea: under two of the cross beams that hold up the canvas roof, there are two strip lights along the entire length of the arm that illuminate the entire area under the awning without shining in your eyes when you're busy in the kitchen.

The hull consists of an aluminium frame and honeycomb fibreglass panels on a galvanised chassis. The caravan has a tare weight of 1 150 kg and a GVM of 1 800 kg. Standard equipment includes a Cadac two-burner gas stove, cutlery and crockery for six people, a Hansen 14 l gas-electric geyser, a 150 l water tank with a pump, a 1 000 W inverter and a DC-to-DC charging system.

**Price** R459 950

**Contact** 081 432 2897

info@bergoffroad.com bergoffroad.com



## STEALTH

Stealth's Cub range made its debut last year as the manufacturer's smallest caravans, offering two models: the Cub Lite, intended for tar roads and the X-Country for gravel. A third model, the Cub Overlander, is now here, ready to take on the bush.

The Overlander's layout largely mirrors that of its two predecessors, especially regarding the interior bed that folds up to make room for the dinette.

Other than the Overlander's enhanced capabilities, it also boasts a decent outdoor kitchen, one you'd expect on a much larger caravan.

The fridge/freezer and gas stove slide out from the body near the nose, with cupboards alongside. The cupboard



door opens upwards, creating a canopy over your detachable worktop. In the prototype\*, the sink was here, but it has now been moved to the back. The kitchen cupboards have also been enlarged to accommodate a 20 l microwave oven.

The freestanding gas geyser, initially fitting inside the entrance door, has been moved to the door in the right panel, next to the shower tent.

The internal wardrobe is now modular, allowing you to remove the bottom to



accommodate longer clothes.

While the other two models are aimed at those with a standard driving license, the Overlander requires a towing license, as its GVM is 1 500 kg (tare weight 840 kg). Standard equipment includes a Victron 15 A with Bluetooth and a 120 Ah lithium battery; a 12 V 8 l/min water pump; a 360° swivel awning and capacity for 100 l of water.

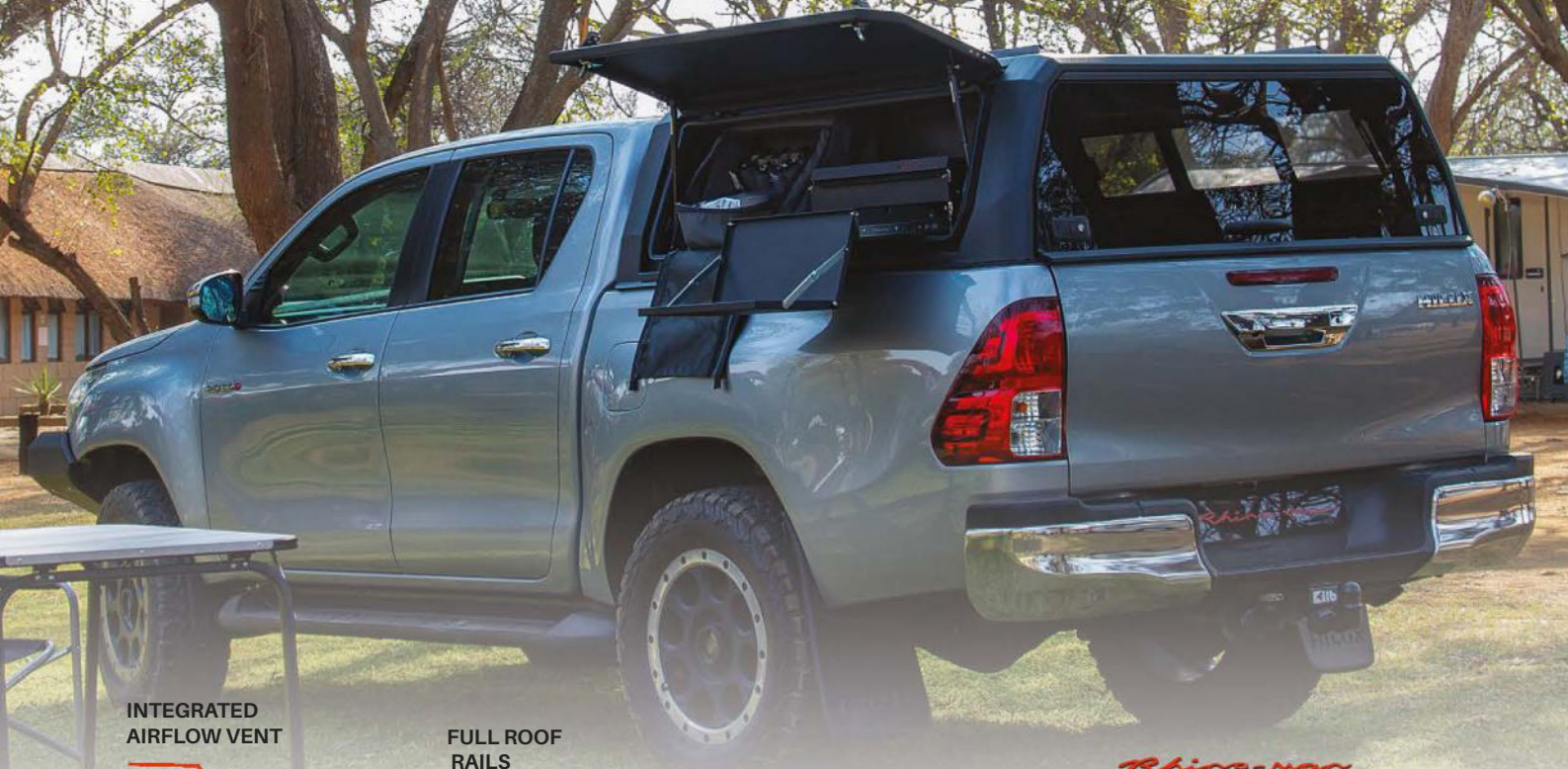
**Price** R395 000

**Contact** 📞 [stealthcaravans.co.za](http://stealthcaravans.co.za)

*\*In our next issue, we'll discuss the prototype of the Cub Overlander in detail. – Ed*



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## ALPHAGO

AlphaGo has made a host of changes to its S6 Air model: the two-burner gas stove has been replaced with a four-burner and a light with an adjustable arm (almost like a reading lamp) has been installed between the sink and stove. Truly unique.

AlphaGo's tent doesn't have poles but is held upright by air columns inflated by a built-in compressor. It takes just five minutes to set up the tent.

Other novelties include ambient light strips along the floor by the benches and the table between them can now swivel. The draft skirts now attach magnetically and a fifth steady has been added next



to the jockey wheel.

The mesh protection on the A-frame in front of the gas cylinder, geyser and jerry can now flatten for better access – previously, you had to access the equipment from the top.

You also get a separate gazebo matching the S6's tent. The gazebo is 3 x 3m and takes barely two minutes to set up with a hand pump. You can also convert it into a dome tent, as each of the four sides has space for

## IMAGINE

Imagine is showing off its new off-road trailer, the Bush Van. The standard trailer comes almost fully equipped; the kitchen includes a Cadac two-burner gas stove and a sink with a tap. The 72 l water tank also has a pump and there's a shower and geyser. You can pack up to six ammo boxes on the slide-out frame at the back.

The 100 Ah battery comes with a 24 A charger and you can also charge the battery from your towing vehicle. The trailer's body is made of stainless steel and the chassis is galvanised with a braked axle rated for 1 500kg.

**Price** R200 000

**Contact** 012 349 2636

📧 [sjaak@imagine-trailvan.co.za](mailto:sjaak@imagine-trailvan.co.za)

🌐 [imagine-trailvan.co.za](http://imagine-trailvan.co.za)



mesh and a canvas door. It's an easy way to quickly set up extra sleeping space outside the camper.

The S6 has a tare weight of 1 500kg and a GVM of 2 000kg.

**Prices** AlphaGo S6 Air V4 R450 000; gazebo R5 000

**Contact** 072 362 3175

📧 [sales@alphago.co.za](mailto:sales@alphago.co.za) 🌐 [alphago.co.za](http://alphago.co.za)



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UNIPOD BUSHPOD

## UNIPOD

The X-Pod is UniPod's latest model, perfectly suited for a small family. It sleeps four, fits in a standard garage and can be towed with a regular driving license.

UniPod has redesigned its ToyPod and it no longer resembles a horse trailer as much. There are two doors. The rear one is as big as the entire backside and can flatten to form a ramp for a motorcycle. The spare wheel is also located here and when you flatten the door, the ramp is supported by the wheel on the ground. The ToyPod can accommodate two large adventure motorcycles. You might think it's tricky to close the ramp door, but it's actually quite easy: there's a cable on each side of the door that extends into the bodywork. It operates on a counterweight system similar to some garage doors.

The BushPod now has an internal bed instead of the fold-out type and the internal basin is also new. Where the roof previously lifted like a conventional pop-up, this one has a hinge at the front and then lifts at the back, where the door is located.

The rubber axle has been replaced with a solid axle with springs and shock absorbers. This is the only model with 14-inch wheels.



UNIPOD X-POD

UNIPOD TOYPOD



UniPod's entire range comes with 15-inch wheels, plus a 50 Ah lithium battery, Victron AC-DC charger and USB sockets.

Both the BushPod and the X-Pod have a tare weight of 670 kg and a GVM of 750 kg and 1 500 kg respectively. The ToyPod's tare weight is 1 450 kg and the GVM is 2 000-2 500 kg.

**Prices** X-Pod R289 500; ToyPod R415 900; BushPod R279 500



MOBI LODGE

## MOBI LODGE

Mobi Lodge has changed some of its building materials. According to owner, Marius Ras, the Continental model now weighs 240 kg less because they no longer use marine ply for items like cupboards, flooring and walls, but instead a synthetic composition that is 37% lighter.

Moreover, the exterior doors now have rotary locks instead of anti-luce fasteners. The 135 l 12 V fridge has

been replaced with a 157 l version and the mounted showerhead now comes with an adjustable extension. The awning that was previously supplied with Mobi Lodge has been replaced with a new one developed in partnership with a collaborator. (This also applies to the one on the Mobi XL.)

**Price** R698 000

**Contact** 083 230 6131 [sales@mobilodge.com](mailto:sales@mobilodge.com)  
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NAYELA ORIBI



## NAYELA

Nayela has launched its Oribi model – which is about a third cheaper than its standard Okapi caravan. However, you don't get a third less for your money; rather, a caravan aimed at a family. The bathroom in the back is replaced with bunk beds – a practical approach. Two kids sleep across the back panel, safely with the parents inside the caravan. There's a large drawer under the bottom bed. From the main bed to the nose inside, the layout remains as the original.

The outdoor kitchen is equipped differently: the sink and stove are now optional and there is no longer a microwave oven. The Oribi also features a simpler power system. The actuators that hold the slide-out bed in place when pushed back remain, but the roof is lifted manually instead of electrically.

The Oribi also comes without a geyser and the liquor cabinet on the inside of the entrance door. The water tank has been reduced from 80 l to 30 l.

With its double axle and 12 V standing fridge, the caravan is still geared for off-road conditions and the dining set remains included.

**Price** R445 000

**Contact** 058 863 1027 info@nayela.co.za nayela.co.za

## NALEDI

Naledi, one of the most stylish teardrops on our roads and made its debut at last year's show. This year it's back – with a few changes.

The glass panels in the left and right sides make the trailer unique and in the previous model, you could only enter from one side. Now, both sides have a door. Inside, the open cabinets have been fitted with doors.

The countertop is still made of luxurious kiaat wood, but now there's a detachable stove rack alongside that fits either to the left or right of the kitchen. The nose cone also gained a shelf.

The road tyres have been switched from 185/65/14 to 195/50/15 for gravel use and the body now stands 50mm higher.

Standard equipment includes a microwave, induction plate and gas stove; an electric kettle and a 55 l National Luna fridge/freezer, 100 Ah lithium battery, 120 W solar panel and Victron 15 A charger.

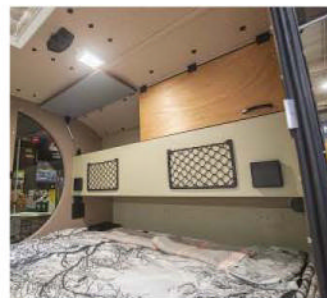
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**Contact** 083 778 5555 andre@naledicampers.com

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NALEDI





# OVERLANDER

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ELXV DIEP SPOOR WITH POP-UP ROOF

## ELXV

ELXV has completely revamped its Spoor model and transformed it into a rugged off-road caravan. Like its Ghari models, the beds stretch from wall to wall, but the Spoor's queen-size bed extends on a sliding frame from the right panel – a first for ELXV.

The bathroom is built into the nose and is much more spacious. The basin, toilet and shower are luxurious and each in its own cubicle.

Standard equipment includes the bathroom, a gas geyser with a high-pressure pump, a gas stove, melamine dinner set and Bauer pots, a 200 Ah lithium battery with a 25 A charger and a 9 kg gas cylinder.

Extras include a 10 000 BTU air-conditioner and a 150 l or 220 l fridge/freezer – all 12 V (which is uncommon) – and a 20 l microwave.

The Spoor has an aluminium chassis unique to ELXV. The tare weight is 1 250 kg and the GVM 1 800 kg.

**Price** R630 000

**Contact** 082 444 2850

info@elxv.co.za

elxv.co.za



FREELINE MAVERICK MACH 4

## FREELINE CAMPERS

Freeline's standard Maverick model is designed for two people – there's a slide-out bed in the right panel and a bathroom in the nose. Now, the manufacturer has introduced a variant with space for four. It's called the Maverick Mach 4.

The bathroom has been sacrificed, but you get about double its value. Not only do you have space for more beds, but there

are also two benches built into the nose. These can be converted into a bed and above it fits a detachable hanging bed.

The internal 140 l fridge has also been removed and moved outside. It's now a 60 l model that slides out on a frame to the left of the door. It's a practical move since the outdoor kitchen takes up almost the entire right side of the entry door.

Freeline has also made a few changes to



its standard Maverick: the shower now has a door and there's extra storage space next to the door. The nose cone is also larger, so you can, for example, store two 5 kg gas cylinders here. An external cupboard has been added at the rear left corner of the trailer.

The Maverick consists of fibreglass and has a galvanised chassis. The tare weight is 1 250 kg and the GVM 1 750 kg.

**Prices** Freeline Maverick R595 000; Maverick Mach 4 R555 000

**Contact** 078 967 6791

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ADVENTURE XTREME VIKING



## ADVENTURE XTREME

Drivers with a standard license can now turn to Adventure Xtreme, as the manufacturer has added a lightweight trailer to its range. The Viking off-road caravan has a GVM of 750 kg, but offers much more than expected. Moreover, the Viking comes with brakes, meaning it can be towed by some of the smallest vehicles on the market.

Despite its compact size, you won't lose out on conveniences. The outdoor kitchen includes a pantry cupboard and countertop, plus a sliding frame that accommodates a fridge/freezer with space next to it for a detachable gas stove.

The door is located in the rear panel and the double bed takes up most of the interior space. The camper is low enough (2,1m) to fit in a standard garage, has 14-inch wheels and you can load 110 kg, as the tare weight is 640 kg. Included in the standard price are features like the 270° swing-out awning, storage under the bed, a wardrobe; 220 V internal socket; fridge/freezer and cutlery set. Options like a solar power system; water tank and pump; geyser; two-burner gas stove and gas cylinder are available.

**Price** R230 000

**Contact** 082 775 5346 • [adventurextreme.co.za](http://adventurextreme.co.za)

## CUSTOM CANOPIES

The Moremi Max is the latest addition to Custom Canopies' range of bush campers. Jan Venter, the owner, explains that the Max is a larger version of their Lite – for example, it features a nose cone in which a spare wheel is neatly recessed.

A new addition is the built-in frame for a detachable dish next to the stove and instead of entering at the rear of the Lite, the Max features a side door. This allows for more cupboards against the rear panel.

In the Max, there's now space for a cassette toilet under the bed, with two drawers alongside. The trailer also has an external cupboard above the right wheel and in the rear cupboard, the gas geyser is installed. A laundry line is set up here.

Compared to the Lite, the water capacity is doubled (up to 80 ℓ) and instead of a 60 ℓ fridge/freezer, there's now space for a model up to 90 ℓ. With a GVM of 750 kg, you can tow the Max with a standard driving license. Its axle is rated at 1,5 t – and for R15 500, you can upgrade the Max to a braked trailer. Extras are plentiful, including a 200 W solar panel with a regulator, a shower tent, geyser and mesh in front of the windows.

**Price** Moremi Max R185 000

**Contact** 083 281 7800 • [customcanopies@mweb.co.za](mailto:customcanopies@mweb.co.za)

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MOREMI MAX







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## AFRISPOOR

With its new Savannah, Afrispoor deviates from the off-road caravans it traditionally manufactures. It can almost be described as an oversized teardrop trailer because it's essentially a bed-on-wheels.

However, Afrispoor's DNA is evident, as unlike the country's mainstream teardrop manufacturers who mostly use fibreglass or marine plywood as building materials, the Savannah is made of stainless steel and the finish and curves are so well done that it looks like fibreglass at first glance.

One advantage of this type of trailer is that wind resistance is minimised. The Savannah is 1,95m high and has a less



rounded hull than a regular teardrop trailer. The shape is also more elongated, and the bed is an extra-length queen size.

The kitchen is well-equipped and built into the rear. To the left of the kitchen, a drawer pulls out with a two-burner gas stove and to the right, a 50 l National Luna fridge/freezer on its own sliding frame. (The space is large

enough for a 90 l fridge/freezer.)

Behind the countertop are the grocery racks that stretch across the width of the trailer, with the 20 l Russel Hobbs microwave oven on the far right.

The chassis is galvanised and the wheels are 15 inches. The tare weight is 880 kg and the GVM 1 500 kg.

**Price** R295 000

**Contact** 031 569 4323

admin@afrispoor.co.za afrispoor.co.za

## INFANTA 4X4

Infanta has made some changes to its Enkulu 2. The nose cone is now significantly larger and features a transverse door that opens above the box, creating more space inside the caravan while also improving the view outside.

Previously, the roof lifted just above the left wheel, but now it lifts parallel like a typical pop-up roof – with the aid of actuators. The GVM is 1 900 kg and the tare weight is 1 250 kg.

**Price** R472 075

**Contact** 028 512 3663 info@infanta4x4.co.za infanta4x4.co.za



## BORDERX

BorderX has made some changes to its models. The beds, which were from side to side, now have a aisle and its more of an island bed. (The Extreme model is shown in the photo alongside.) In the case of the Outpost and Expedition, the air-conditioning moves out of the nose cone.

**Price** Extreme R379 000

**Contact** 082 929 0824 info@borderx.co.za borderx.co.za



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BUSH LAPA BOABAB 3 SB



BUSH LAPA RATEL 3 SB

## BUSH LAPA

Bush Lapa's Roomier is back and is the cheapest of the manufacturer's Gogga models. The nose cone is now standard and the pop-up roof lifts with a Z-frame.

It sleeps two, while the Kewer offers the same but with an additional dining area. The Boskriek accommodates up to three people, while the Miskruier sleeps four.

Standard equipment in the Roomier includes a two-burner gas stove, Victron smart charger system and 105 Ah deep-cycle battery, a 105 l stainless-steel water tank with an automatic pump and tap and a 270° swing-out awning. For the first time, the manufacturer has introduced a slide-out bed to its range, equipping the Ratel 3sb and

Baobab 3sb models with it. Both beds pull out from the side – you first open a cupboard-like door upwards (which later forms the roof of the bed) and then pull out the bed on its sliding frame. The beds also have a flysheet over them.

Standard equipment in both models includes a 270° swing-out awning, cast iron two-burner gas stove, 150 l stainless-steel water tank with an automatic pump, a Hansen 14 l electric/gas geyser; a 160W solar panel with a Victron 15 A regulator and two 105 Ah deep-cycle batteries. The Ratel features an indoor shower. The Roomier has a GVM of 1 500 kg while the Ratel and Baobab both are 1 800 kg.

**Prices** Roomier R338 100, Baobab 3sb R548 550, Ratel 3sb R594 550

**Contact** 021 870 1277 • bushlapa.com



BADGER EXTREME

## BADGER

Badger has used the space under the front of its swing-out awning to create an extra room. It's a clever solution available as an optional extra.

The canvas room zips onto the roof and comes as a unit with a floor attached to the side panels. The room is located to the left of the entry door, where the entrance to the tent room is also located.

The cupboard in the entry door has also been fitted with a fold-down top and the bed corners have been cut off for more space to move around.

The Badger is available in three models: the Lite, X-Over and Extreme. They are built from fibreglass and all models feature brakes, a 105 Ah battery, a Hansen 15 l gas/electric geyser, a 110 l water tank with a 12 V 7 l/min water pump and a 3 kg gas cylinder. The models' GVM ranges from 750 kg to 1 750 kg.

**Prices** Badger Extreme R455 000, add-a-room R10 450

**Contact** 082 490 1117 • katie@badgercaravans.co.za



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- Comprehensive Toolset
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- LED Lighting All Around
- Porta Toilet
- Wash Up Station

# R498 000

**WesBank** Financing available from R9 950 p.m.

T's & C's apply. Images displayed for illustration purposes only.



## DESTINATION

The luxurious caravan manufacturer Destination has built an additional model that is narrower than the rest of its caravans: 2,12m versus 2,45m. The idea behind the Kubu is to have a caravan that trails in the tow vehicle's track, explains the owner, André van Helsdingen.

The manufacturing process of the caravan also differs, says André. Components such as the bed, mudguard, door step and shower are made with a single mould and form a unit. While the other models' beds are transversely positioned in the nose, the Kubu features an island bed – also in the nose, but parallel to the side panels. Although the caravan is narrower, you do not compromise on convenience in the bathroom – it spans the entire width of the Kubu's rear. The bathroom cupboard and mirror are positioned on the far right with the toilet next to it. The shower on the left has a door.

Its outdoor kitchen extends further than the other models and you have a choice between a 12 V outdoor fridge and a 220V indoor fridge. Leaf springs are standard on the Kubu, but you can upgrade to coil springs.

Other standard equipment includes a microwave; air-conditioning with inverter; 240 l fibreglass water tank; gas cylinder, geyser and stove; shower with a sink and marine toilet; cutlery and crockery set; Victron 2 kVA solar power system, two solar panels; and two 200 Ah lithium batteries. The Kubu sleeps two, has a tare weight of 1 660 kg and a GVM of 2 000 kg.

**Price** R495 000

**Contact** 016 366 1630/1 [sales@destinationcaravans.co.za](mailto:sales@destinationcaravans.co.za)

[destinationcaravans.co.za](http://destinationcaravans.co.za)



DESTINATION KUBU



OUT BOUND STORM



## OUTBOUND

OutBound has introduced its new flagship model, the Storm, at the show. The Storm sleeps four and is slightly wider than the other models: 2,1m versus 1,9m.

Clive van der Vyver, the man behind OutBound, explains that the Storm's layout is very similar to that of the former Sprite Scout. It features a fold-out bed in the right panel, but instead of canvas sides, there are solid panels. The L-shaped bench inside at the front gets an extension to also form a double bed.

The outdoor kitchen is well-equipped, and you pull out two sliding frames from the front cupboard. The two-burner gas stove on one of them is quite unique, as it means you have extra space on the adjacent countertop. Besides the cupboard whose door folds down to form a worktop, there is a second pantry cupboard above it. Its door opens upwards and you could, for example, place a microwave here. The nose cone has side doors with a rack that fits on top. The other models now have similar cupboards – previously, it was a box with a lid.

Standard equipment on the Storm includes the gas stove, a 12V or 220 V two-door fridge, 105 Ah battery and Victron 10 A smart charger and LEDs.

The Storm has a tare weight of 960 kg and a GVM of 1 400 kg.

**Price** R374 900

**Contact** 011 974 5595 [clive@campguru.co.za](mailto:clive@campguru.co.za)



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## EQUIPPED 4 AFRICA

Equipped 4 Africa now offers a unique cooler as an optional extra on its Raasblaar model. The 12 V Coolcamper cooler is located in front of the nose cone with an inlet by the right-side door.

Owner, Andries Bruwer, says it not only cools the interior of the off-road trailer but even the air under the awning. You close the door next to the inlet and regardless of the outside temperature, it cools the interior of the Raasblaar to 18 °C. The cooler also has a timer and comes with a remote control. The unit costs R20 700.

**Price** R348 565

**Contact** 076 520 3054

andries@equip4africa.com raasblaar.fun



## CONQUEROR

Conqueror introduced an X-variant of its Commander at the end of 2023 and this year it's the Companion's turn. The new Companion X's bed also extends over the drawbar, providing much more space inside. The crossbar in front of the bed has been removed and you can now climb onto the bed upright. For more storage space, there are additional triangular cabinets next to the bed.

The roof has also been changed to create more space inside. Previously it was a pop-up roof, but now there is a hinge by the door and the roof lifts on the bed's side. The tent over the bed extends from the highest point of the pop-up roof. Incidentally, the flysheet is now part of the tent and no longer separate.

Another change to the roof that you might not immediately notice, but also creates more space, is that the lowest point of the roof is by the door, but in the nearest half of the roof, an inner panel flips upwards.

The door has also been changed. On the standard Companion, one half of the door flips upwards, and the bottom becomes the step. Now, it's one door that flips upwards with a separate step. The nose cone is larger and spans the entire width of the caravan and the suspension's coil springs have been reinforced. The kitchen has also been slightly modified, including a spice cabinet. The Companion X carries 160 l of water and sleeps four. The tare weight is 1 380 kg and the GVM is 1 800 kg.

**Price** R527 000

**Contact** 016 349 6533

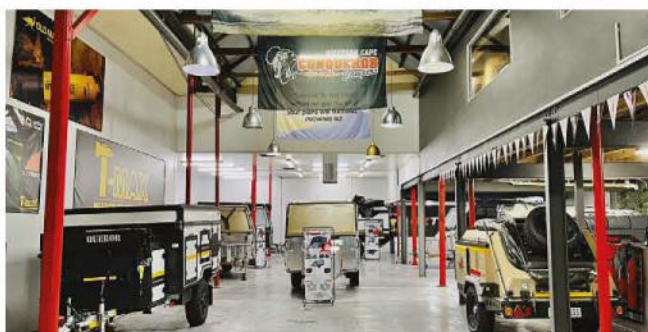
info@conqueror.co.za conqueror.co.za



JÖVAN PIENAAR is the new owner of Conqueror Western Cape near Klapmuts. Most of the new models, including the Companion X and Commander X, can be seen there.

**Contact** 076 573 0706

info@conquerorwc.co.za





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OPUS CAMPER TRAILERS

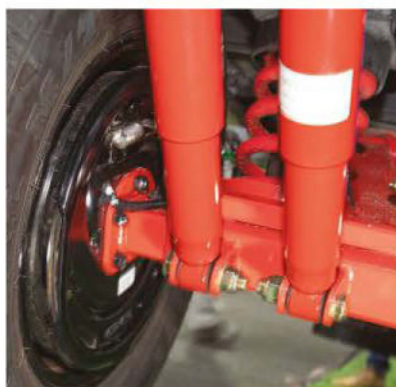
## OPUS CAMPER TRAILERS

We first saw the imported Opus at the 2015 show when this road caravan was a unique concept in South Africa.

This year, Opus really flexed its muscles at the show, as it was previously only suitable for regular road conditions but is now equipped for even the most challenging off-road conditions.

It's braking system especially deserves praise. According to Jacques van Onselen from Opus, it's the first caravan in the country to be homologated with electric brakes. This is truly remarkable and the system also results in a few unique aids. According to Jacques, the brakes can counteract swaying and also ensure that the trailer doesn't 'bump' into the towing vehicle when you hit the brakes.

Moreover, your towing vehicle doesn't



need any special modifications, as the trailer's brake system is powered through the vehicle's standard light plug harness. The trailers are imported in parts and the gas, electrical system, jockey wheel and lighting are done locally as the caravan is assembled.

Previously, the caravan had a solid axle,



OPUS CAMPER TRAILERS

but the latest model has an independent trailing arm system equipped for serious off-road obstacles.

The body is still made of aluminium and all the hinges are stainless steel. The previous tent had rounded U-poles, but the latest one works with air columns.

There are three models available and the layout of all three differs. The Opus Lite is the lightest with a tare weight of 1 130 kg and a GVM of 1 600 kg; the Opus OP2 and OP4 have tare weights of 1 450 kg and 1 550 kg respectively, with both having a GVM of 1 990 kg.

**Prices** Opus Lite R455 000; Opus OP2 and OP4 R495 000

**Contact** 012 813 8528

enquiries@opuscamper.co.za

opuscamper.co.za

These prices were valid for the duration of the show and may differ from prices in the trade.



SUMMIT EVEREST



## SUMMIT

Summit has made the door of its Everest model higher – no need to duck when entering. The tent's roof also gets an additional ventilation opening above the entrance and above the bed. The battery is a 160 Ah lithium battery and comes with a 1 500 W inverter. The Everest has a tare weight of 1 060 kg and a GVM of 1 800 kg.

**Price** R260 000

**Contact** 012 803 6535

info@frantelholdings.com

summitoffroad.co.za



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# What's arriving in 2024?

Check out these 14 SUVs, towing vehicles and bakkies that recently arrived or are soon to make their debut on our shores. We're skipping facelifts and updates to highlight only brand-new cars.



## BMW X2

Available since March this year, the X2 line-up includes four brand new models: the all-electric iX2, the flagship M35i xDrive, the sDrive 19i, and the diesel-powered sDrive 18d. The iX2 won't be sold in South Africa, and according to BMW's website, neither will the diesel model.



## Citroën C3 Aircross

The new C3 Aircross is expected to launch by the end of 2024. Official photos of this newcomer are still under wraps; the image here is of the standard C3, which is also en route. Rumours suggest the C3 Aircross will be slightly longer than its sibling for extra cargo space.



## Mitsubishi Triton

The sixth-generation Triton has been on sale in the Philippines since January this year, and we should receive it soon, conditions permitting – Mitsubishi might be waiting for the rand to strengthen. The company is trying something new with the body design but they are keeping the tried and tested Super Select II system.



## Ford Mustang Mach-E

The latest Mustang Mach-E is set to arrive early in 2025, but a few units will probably appear by the end of 2024 for homologation by traffic authorities for local use. This all-electric SUV (or is it a crossover? It's hard to tell) has a rebellious streak, especially in its Rally version pictured above.



## Foton Thunland

Chinese manufacturer Foton has been around for a few years but is now getting serious about its presence in South Africa. The company plans to bring several commercial vehicles, including the Thunland, a double-cab bakkie that rivals the luxuries of a Hilux, Ranger and D-Max...



## GWM Tank 500

Another Chinese contender, GWM, is firmly establishing itself in South Africa. We attended the GWM Tank 300 launch in February (see our first impressions on p 46), and its larger sibling, the Tank 500, is set to challenge the likes of the new Toyota Land Cruiser Prado.





### Hyundai Santa Fe

The new Santa Fe undergoes a radical redesign from its predecessor. Its body is more angular, and it's powered by either a petrol-electric hybrid system or a plug-in hybrid version that you can charge at home overnight – if Eskom permits. It comes with all-wheel drive and plenty of cargo space.



### Jaecoo J7

State-owned Chinese automaker Chery is bringing its Jaecoo J7 to South Africa this year to compete with the likes of the Volkswagen Tiguan and Toyota RAV4. It features a 1,6 ℓ petrol engine (no electric version for South Africa) and a seven-speed dual-clutch transmission.



### Ineos Grenadier

We were supposed to see Grenadiers driving around everywhere last year, but it appears we'll finally see them in greater numbers this year. It's the spiritual successor to the previous Land Rover Defender, as Ineos boss, Sir Jim Radcliffe, wasn't pleased with JLR's (Jaguar Land Rover) swanky new Defender.



### Toyota Hilux Champ

Contractors worldwide are eager for the arrival of the Hilux Champ, and third party manufacturers are queuing up to supply accessories (see our article on p 122). The Champ is meant to be a more affordable and simpler version of the Hilux we already know, and prices will hopefully start at below R200 000.



### Toyota Land Cruiser Prado

Another Toyota we're looking forward to is the new Land Cruiser Prado. Sharing its chassis with a Land Cruiser 300 means it will be longer than the previous model. Toyota is keeping mum about specs, but we suspect the much-liked 4 ℓ V6 engine may be a thing of the past.



### Honda CR-V

We'll happily admit that we're fans of this brand and have always liked its SUVs, but the newly arrived CR-V is surprisingly pricey! The entry-level model costs R959 900, and the flagship is R1 039 900. It's a good product, don't get us wrong, but its competitor, the Toyota RAV4, is R200 000 cheaper.



### Renault Duster

The vehicle in the above photo is a Dacia Duster, as it's known in its homeland, Romania. The third-generation Duster will undoubtedly make its way here, given the success of previous models for Renault South Africa. The engine details are still under wraps, but it might feature a 1,2 ℓ petrol engine coupled with a 48 V electric motor.



### Volkswagen California

Volkswagen hasn't officially confirmed whether the California will make its way here, but we think there's a good chance it will arrive by the end of 2024 or early in 2025. The T7 Multivan, on which the California is based, will likely arrive sooner. The camper van sleeps four, and comes with a TV and a small kitchen.



# Home away

If space and comfort are crucial for your camping trip, **Leon Botha** says you and your family can rely on Falkson's newly designed Family Camper.

**C**amping in a tent has its challenges, especially with more than two people. Pitching several tents and adding a gazebo takes up a lot of space and requires a lot of equipment, which fills up your luggage compartment real quick. Some campsites might also frown upon your extensive set-up.

The answer is simple: an all-in-one tent. Falkson's Family Camper features two separate, enclosed rooms with a veranda, all fitting easily into the boot of a VW Golf. Your camping gear stays organised and takes up less space compared to separate tents. The Family Camper measures 6,6 m x 3,2 m,

occupying less than half of a typical 10 m x 10 m campsite. While similar in length to a midsize caravan, it's a whole metre wider. Let's take a closer look.

## Roof first

Invest around 30 minutes for a significant return. According to the manufacturer, the set-up time is 35 minutes, with the steel frame being the first step. The sturdy poles have a 22 mm diameter, a 1,2 mm wall thickness, and an electroplated coating.

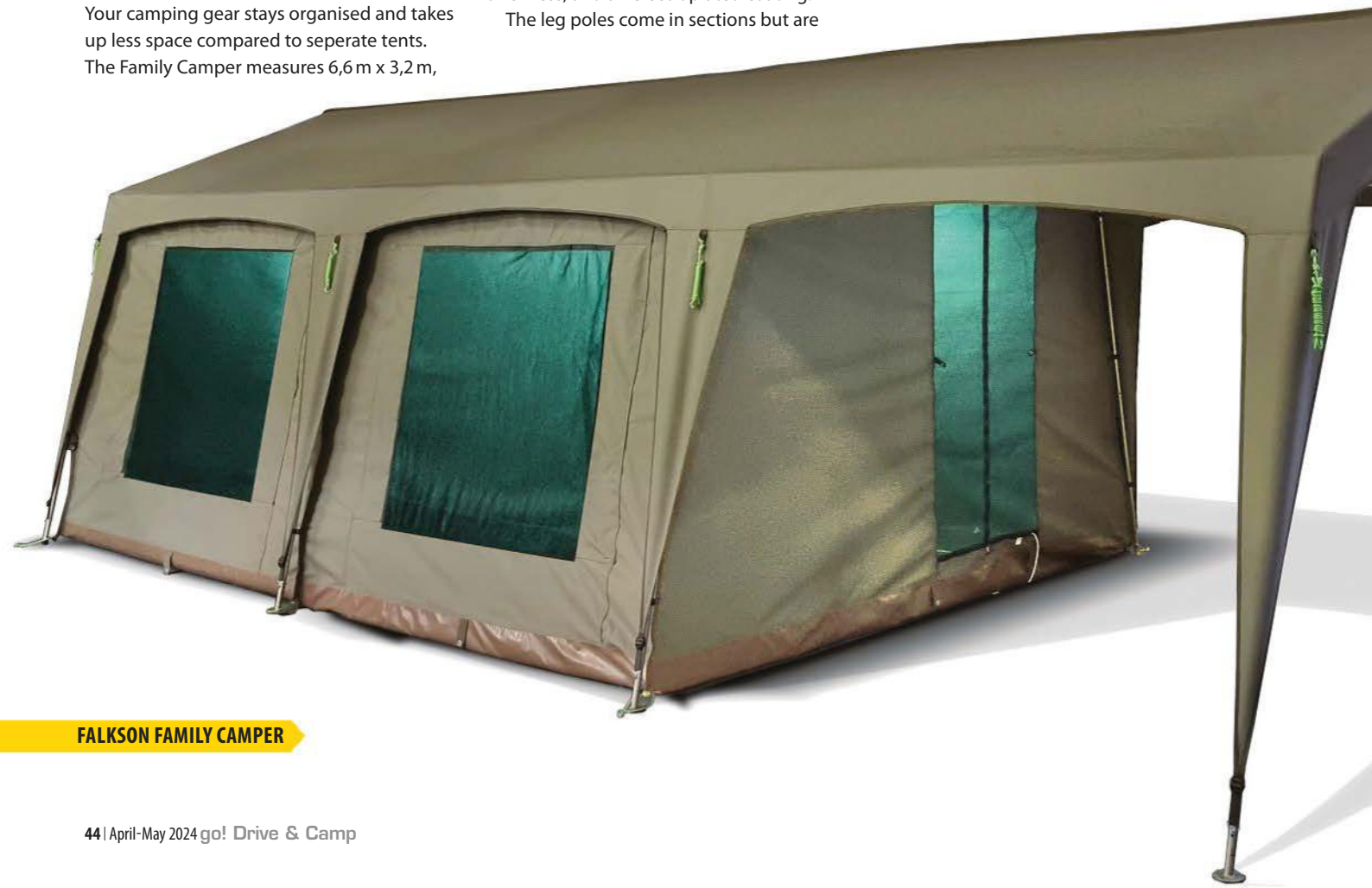
The leg poles come in sections but are

joined with an elastic, eliminating the need to fiddle with extensions for the correct length. The poles for the roof and corners are all colour-coded, preventing confusion during assembly.

The roof canvas is next, adding the last two rooms under cover. The rooms are a single unit with a partition, a sealed floor, and their own roof. They are suspended from the main frame, leaving space between their roof and the top canvas, acting like a flysheet.

The rooms and the veranda are 2,2 m

**FALKSON FAMILY CAMPER**





## SPECIFICATIONS

|                     |                                                       |
|---------------------|-------------------------------------------------------|
| Model .....         | Family Camper                                         |
| Manufacturer .....  | Falkson Outdoor Leisure Products                      |
| Sleeps .....        | Six                                                   |
| Size .....          | 6,6 x 3,2 x 2,2 m                                     |
| Tent bag .....      | 125 x 35 x 35 cm                                      |
| Frame bag .....     | 125 x 20 x 20 cm                                      |
| Set-up time .....   | 35 min                                                |
| Tent material ..... | 320 gsm ripstop canvas                                |
| Ground sheet .....  | 550 gsm coated PVC                                    |
| Frame .....         | 22 mm electroplated steel                             |
| Total weight .....  | 58 kg                                                 |
| Price .....         | R16 850                                               |
| Sales .....         | Showroom in Pretoria or buy the Family Camper online. |
| .....               | Free delivery nationwide.                             |

**CONTACT** ☎ 087 265 8114 • ✉ sales@falksontents.co.za • 🌐 falksontents.co.za

• Call Falkson Outdoor Leisure Products for dealership enquiries. ☎ 087 265 8114

long, with ample space to fit three stretchers each. Numerous hooks are provided for hanging lanterns, keys or other items. The windows have permanent mosquito netting, and internal flaps and a canvas door ensure privacy. The window flaps are located inside, rolling down to allow light and air when desired. The zips are hidden from the elements and close tightly to keep out rain. Under each window, pockets store small items, so there's no frustration of searching for misplaced glasses or phones.

The door between the two rooms opens with a vertical zip, and the sides can be hooked up to create a doorway. The main door in the first room is rectangular and features netting and a canvas door. Both doors have a special opening at the bottom for extension cords.

The tent is anchored using luminous green guy ropes.

### Extras

You can enclose the veranda with two side walls (R1 570 each), each with a window. Additionally, a front entrance wall (R850) with a central vertical zip is available. If you desire extra ground cover, Falkson offers a 6,5 m x 3,6 m woven groundsheet that covers the entire Family Camper's surface area (R1 799).

### A tented family

The Falkson brothers own the manufacturing company. Their family's history in tent making dates back to World War Two, starting with their grandfather, Leon. In the 1990s, their father, Hirschel, continued the tradition, and they took over in the new century. 📺

**FEATURES.** The tent has interior pockets to stow items such as car keys and cellphones. It also has a means to allow extension cords in, but keeping bugs out, and the zipper tabs have eyelets which allow you to secure your tent with a padlock.

## Win this tent!

One lucky reader stands the chance to win this Family Camper from Falkson Tents. All you need to do to qualify for this prize, valued at nearly R17 000, is to send your name and contact details to ✉ schalk.jonker@media24.com. Also include a short paragraph about what exactly about the Family Camper caught your eye. Only one entry per reader is permitted, the competition closes on 30 April 2024, and the winner will be announced in our June-July 2024 issue.



GWM TANK 300

# Built like a tank

Chinese vehicles are slowly but surely winning over South African hearts. Cyril Kloppe found a good one.

**G**reat Wall Motor Co. – or GWM – is celebrating its 17th anniversary in South Africa this year. This private company is the largest manufacturer of bakkies and SUVs in China and is showing its mettle against state-owned vehicle manufacturers like BAIC and Chery. In fact, GWM was initially prohibited by the Chinese government from manufacturing sedans which is why they focussed on bakkies and SUVs in stead.

Nowadays, GWM is the eighth largest vehicle manufacturer in the world, with six brands, four of which are sold in South Africa: GWM bakkies, Haval crossovers, ORA electric vehicles and now its Tank SUVs.

The first Tank product to arrive is the Tank 300. It's a mid-sized SUV and the little brother of the slightly larger Tank 500, which will arrive later this year. The even larger Tank 700, will be a competitor for the Toyota Land Cruiser 300 and will also make its way to South Africa.

In terms of looks, the Tank 300 reminds us of the American Ford Bronco, a vehicle South Africans sadly don't have access to. This is a loss for us and Ford South Africa because the Bronco – with similar dimensions to the Tank 300 – would likely sell well here, especially if Ford offered it for less than the pricey Everest.

The Tank 300 is available in two powertrains: a hybrid petrol engine with



**UNDER CONTROL.** The touch screen is clear and displays info like tyre pressure, liquid temperatures and road surface conditions. The 12 V and 220 V outlets in the back is a handy addition for people like us.





## SPECIFICATIONS

|                               |                                                           |
|-------------------------------|-----------------------------------------------------------|
| <b>Model</b> .....            | Tank 300 Super Luxury Hybrid                              |
| <b>Engine</b> .....           | 1 998 cc petrol-electric                                  |
| <b>Power</b> .....            | 255 kW (180 kW petrol and 78 kW electric)                 |
| <b>Torque</b> .....           | 648 Nm (380 Nm petrol and 268 Nm electric)                |
| <b>Transmission</b> .....     | Nine-speed automatic (hydraulic)                          |
| <b>Seats</b> .....            | Five                                                      |
| <b>Tank</b> .....             | 75 ℓ                                                      |
| <b>Fuel consumption</b> ..... | 8,4 ℓ/100 km                                              |
| <b>Standard tyres</b> .....   | 265/60 R18                                                |
| <b>GVM</b> .....              | 2 552 kg                                                  |
| <b>Ground clearance</b> ..... | 224 mm                                                    |
| <b>Towing weight</b> .....    | 2 500 kg braked and 750 kg unbraked                       |
| <b>Payload</b> .....          | 1 635 kg                                                  |
| <b>Safety rating</b> .....    | ★★★★★ (ANCAP 2023)                                        |
| <b>Warranty</b> .....         | Seven years/200 000 km and eight years/150 000 km battery |
| <b>Service plan</b> .....     | Five years/75 000 km                                      |
| <b>Price</b> .....            | R851 950                                                  |

an electric motor, and a standard petrol engine without electric assistance (both engines have turbochargers). We tested the hybrid model.

### The interior

Like other Chinese vehicles, the interior resembles that of a new Mercedes-Benz. The instrument panel has virtually the same air vents and buttons, and even the leather seats have similar stitching.

The materials feel durable to the touch, and the design is cheerful, although GWM may have pushed things with the weird gear lever and the quirky analogue clock in the centre console. The 12,3-inch digital screen has excellent resolution, and you can clearly see when there's a large rock or a bush with sharp branches hiding next to the vehicle.

There's a USB-C socket in the front, and regular USB sockets in the front and rear. If charge cables annoy you, you also get a wireless induction charger.

At 400 ℓ, the luggage space is not particularly large – it's smaller than that of a Toyota RAV4 – but when you fold down the rear seats, it expands to 1 635 ℓ. The folded-down back rests lie flush with the floor, and there's a 220 V and 12 V socket in the back for a fridge/freezer.

GWM says it used 1 500 MPa high-grade steel for the Tank 300's body. When we asked how much weight you could load on the roof, a GWM engineer said you could theoretically stack around seven more Tank 300s on top of a Tank 300's roof. This would obviously be illegal and impractical, but it's reassuring to know that the Tank 300 would sooner tip over than buckle under the weight of your camping gear on the roof rack.

### How does it drive?

GWM took us to De Wildt 4x4 in the Magaliesberg where we tackled popular obstacles like Bobbejaan se Kierie, Gert se Klip and Stoney River.

The vehicles were stock standard with regular Michelin Primacy SUV tyres, and yet we breezed through the obstacles. In fact, the Tank 300's crawl mode is so capable that 4x4 obstacles almost felt boring.

It is, however, not a perfect vehicle. The gear changes sometimes felt harsh in low range. And it was often noticeable when the electric drive handed over to the petrol engine. But it's nothing a software update for the gearbox can't fix.

GWM claims its hybrid system delivers an average fuel consumption of 8,4 ℓ /100 km, but during our test drive, we could rarely achieve better than 10 ℓ /100 km. Admittedly, this included 4x4 driving and a spirited chase on tarred roads.

Speaking of roads: the Tank 300's ride is surprisingly comfortable, but you do notice body roll in sharp turns, as is expected with an SUV with off-road suspension. The progressive brakes feel soft at first, but they do get sharper the longer and deeper you step down on the pedal.

The cheapest Tank 300 is the standard petrol model without hybrid technology, and it costs R725 950. This might sound expensive, but when you compare it to its rivals, it's actually fair. Some people may argue they wouldn't pay this much for a Chinese brand, but think about how often you hear of a GWM product giving problems. They are just as reliable as any European or Japanese brand. Resale value, however, may be a different story...



**FROM THE COMPETITORS**  
Off-road rigs for the long haul



R659 500

**BAIC B40 Plus Champion**

Less expensive, but not the same build quality.



Unknown

**Ford Bronco**

Unfortunately not available in South Africa, and it's a pity.



R1 019 900

**Jeep Wrangler Sport**

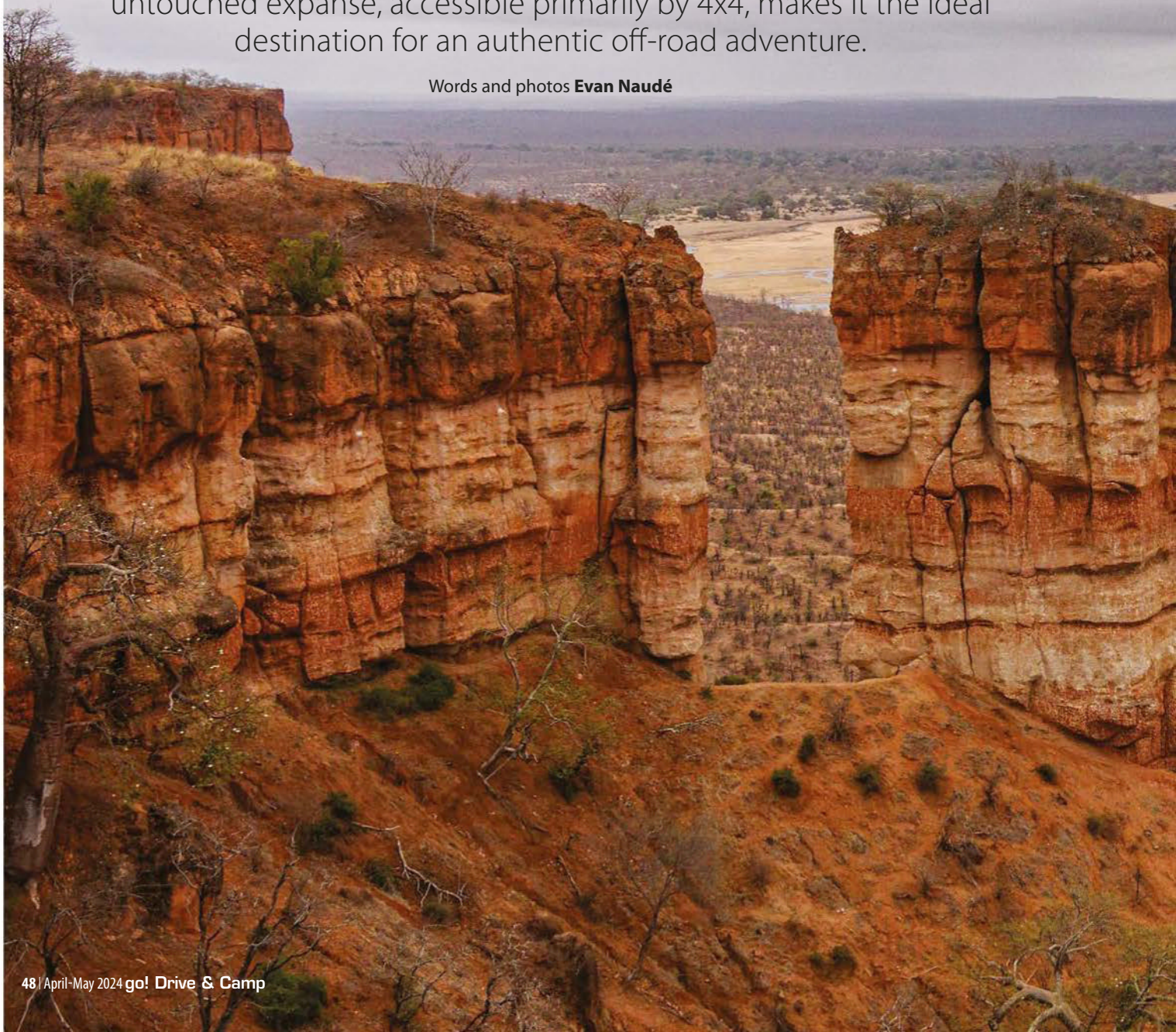
Far more expensive, but it's a legendary vehicle.



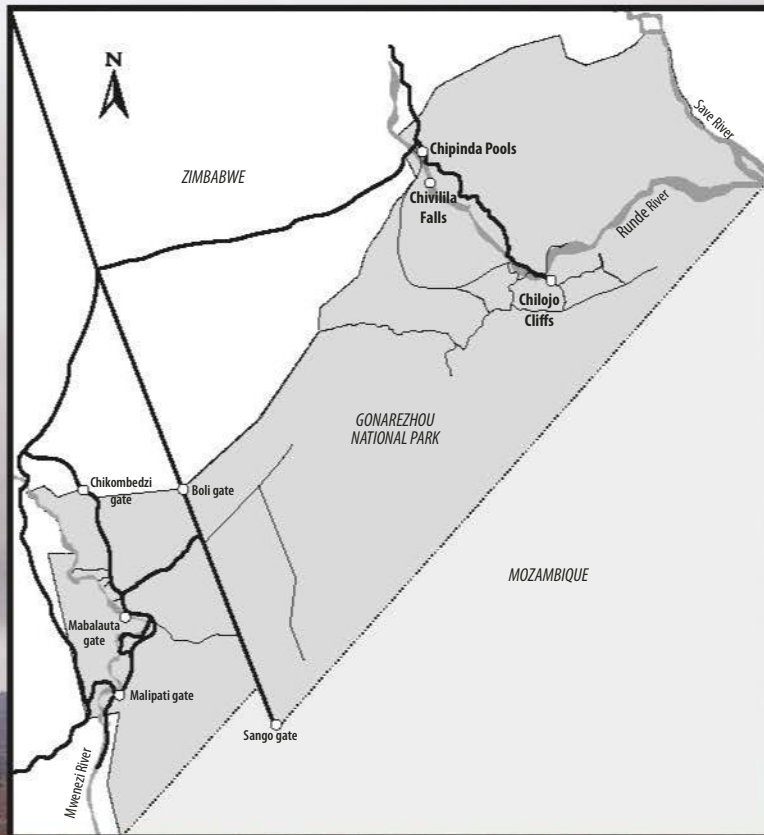
# To the land of the giants

Gonarezhou is Zimbabwe's unsung wilderness, with visitor numbers that pale in comparison to the country's more frequented national parks. Its remote, untouched expanse, accessible primarily by 4x4, makes it the ideal destination for an authentic off-road adventure.

Words and photos **Evan Naudé**





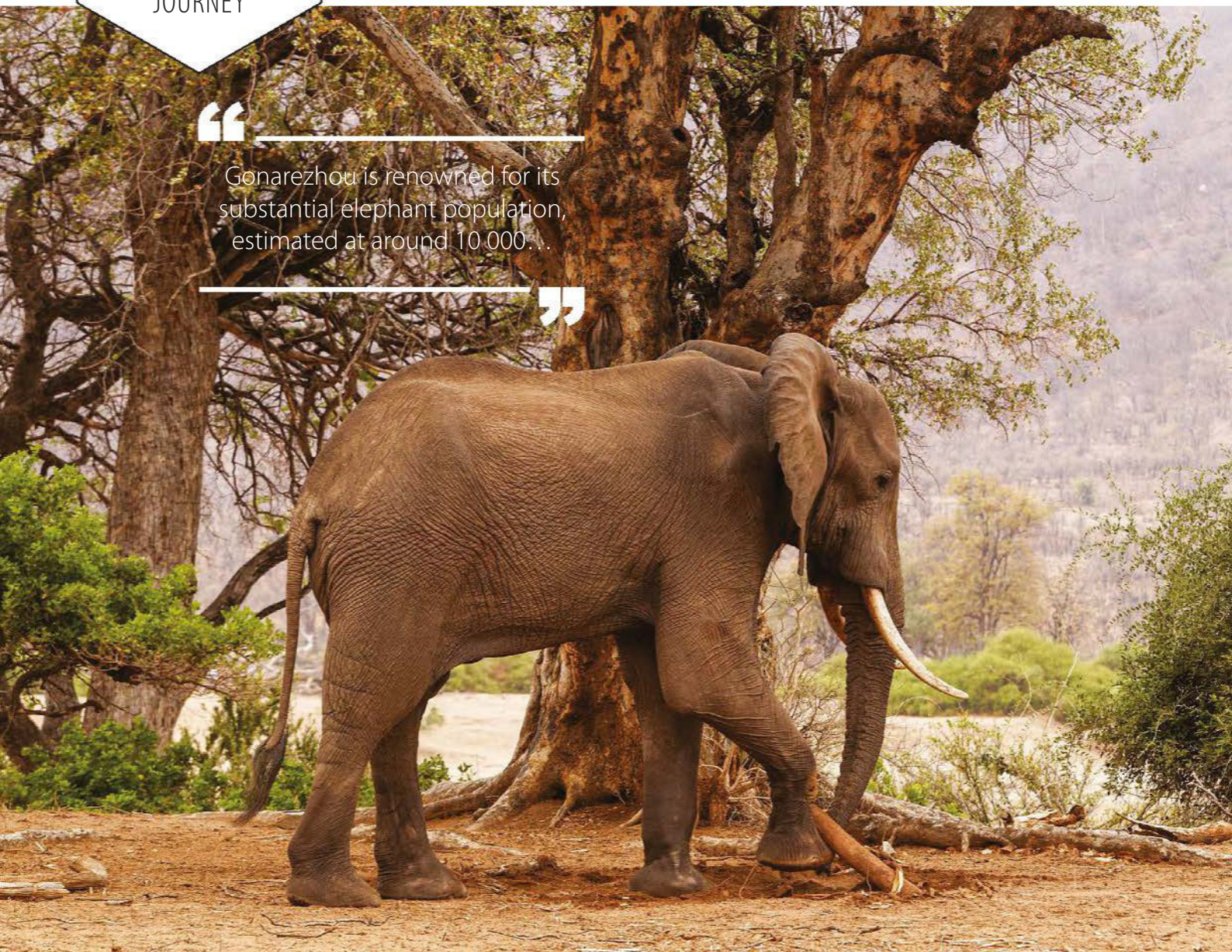




“

Gonarezhou is renowned for its substantial elephant population, estimated at around 10 000...

”



Nestled in the southeastern corner of Zimbabwe, Gonarezhou National Park spans an impressive 5 053 km<sup>2</sup>. It is second only to Hwange National Park in size (14 650 km<sup>2</sup>) in Zimbabwe and is part of one of Africa's largest conservation areas, the Greater Limpopo Transfrontier Park. That massive 35 000 km<sup>2</sup> area connects the Kruger National Park and Mozambique's Limpopo National Park with Gonarezhou, allowing wildlife to roam freely across the borders of these three countries.

Gonarezhou is renowned for its substantial elephant population, estimated at around 10 000 – the name 'Gonarezhou' itself means 'place of the elephants' in Shona. But it's not just elephants; the rest of the Big Five also call this park home. Be sure to pack

your binoculars and a comprehensive checklist, as the park is also home to 150 mammal species, 450 bird, 116 reptile, and even 50 fish species.

Since a reintroduction program in 2021, black rhinos are once again present in Gonarezhou after a 27-year absence due to poaching. If you're lucky, you might also spot some of the park's rarer antelope species, such as nyala, suni, sable or roan. The park offers ample shade for its inhabitants (and for you) thanks to mopane woodlands, sausage trees, wild mango trees, jackalberry trees and, of course, the iconic baobabs.

With credentials like these, Gonarezhou is a paradise for overlanders seeking to experience the bush away from the crowds. Despite its abundant wildlife, Gonarezhou attracts far fewer visitors than Zimbabwe's more famous northern

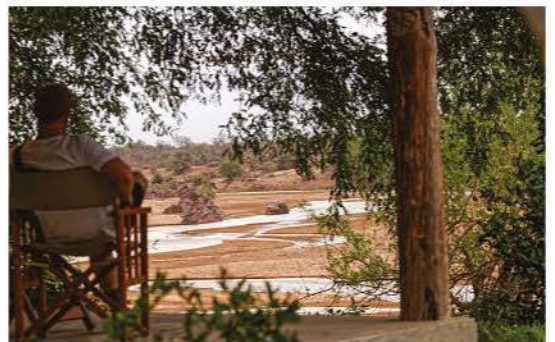
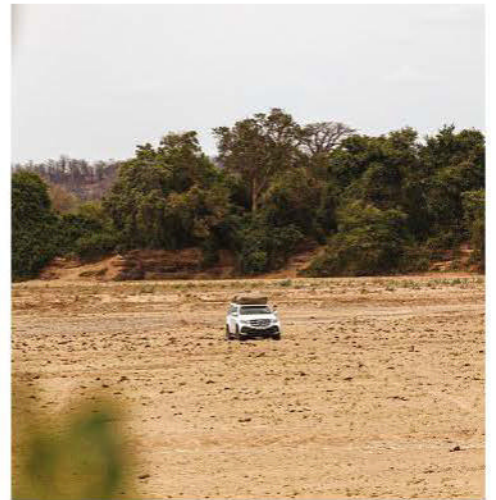
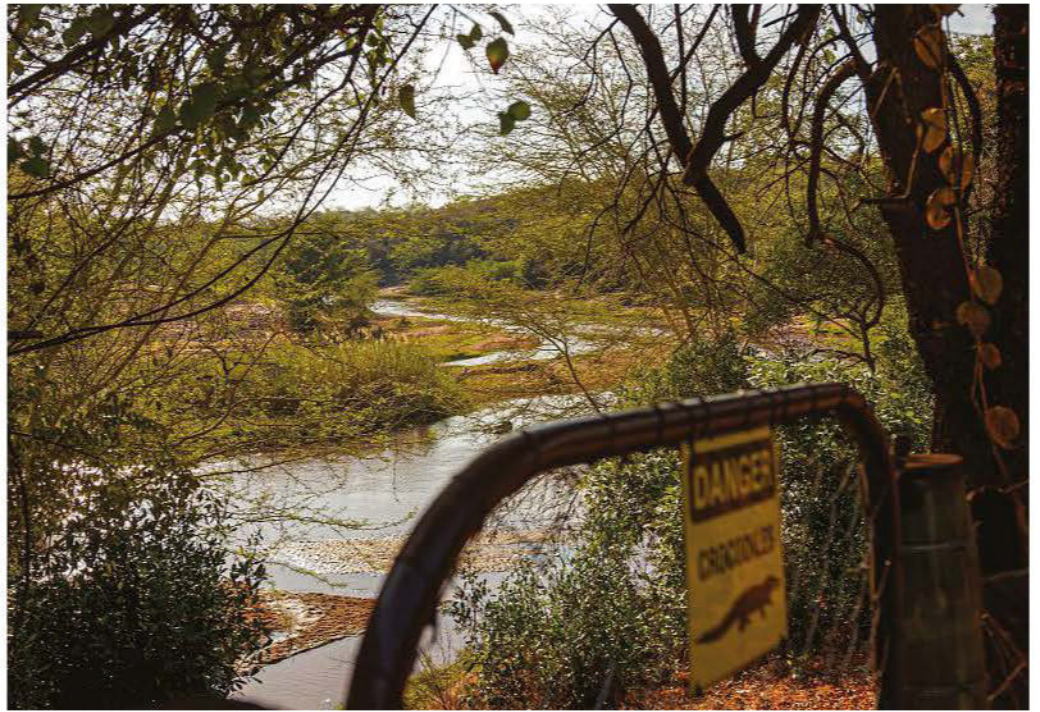
parks or even its neighbour, the Kruger National Park, which sees around 1 million visitors annually. This is partly due to the park's remote location, far from major roads. Also, there are no paved roads within Gonarezhou, and heavy summer rains can render many of the dirt tracks impassable for months at a time. This is, of course, great news for the wildlife and even better news for you, provided you have a 4x4 vehicle, camping gear and a fondness for remote places. So, make your way to Zimbabwe's far southeastern corner and discover the kingdom of the elephants.

**Your adventure begins** even before you reach Gonarezhou, when you need to make a decision on how to approach the park. The main gate, Chipinda Pools, is in the northwest of the park,





SMARTS. The elephants of Gonarezhou figured out long ago to dig up tree roots for a bit of moisture. Come visit them in your 4x4 vehicle and camp next to a river or stay in a chalet or luxury tent.

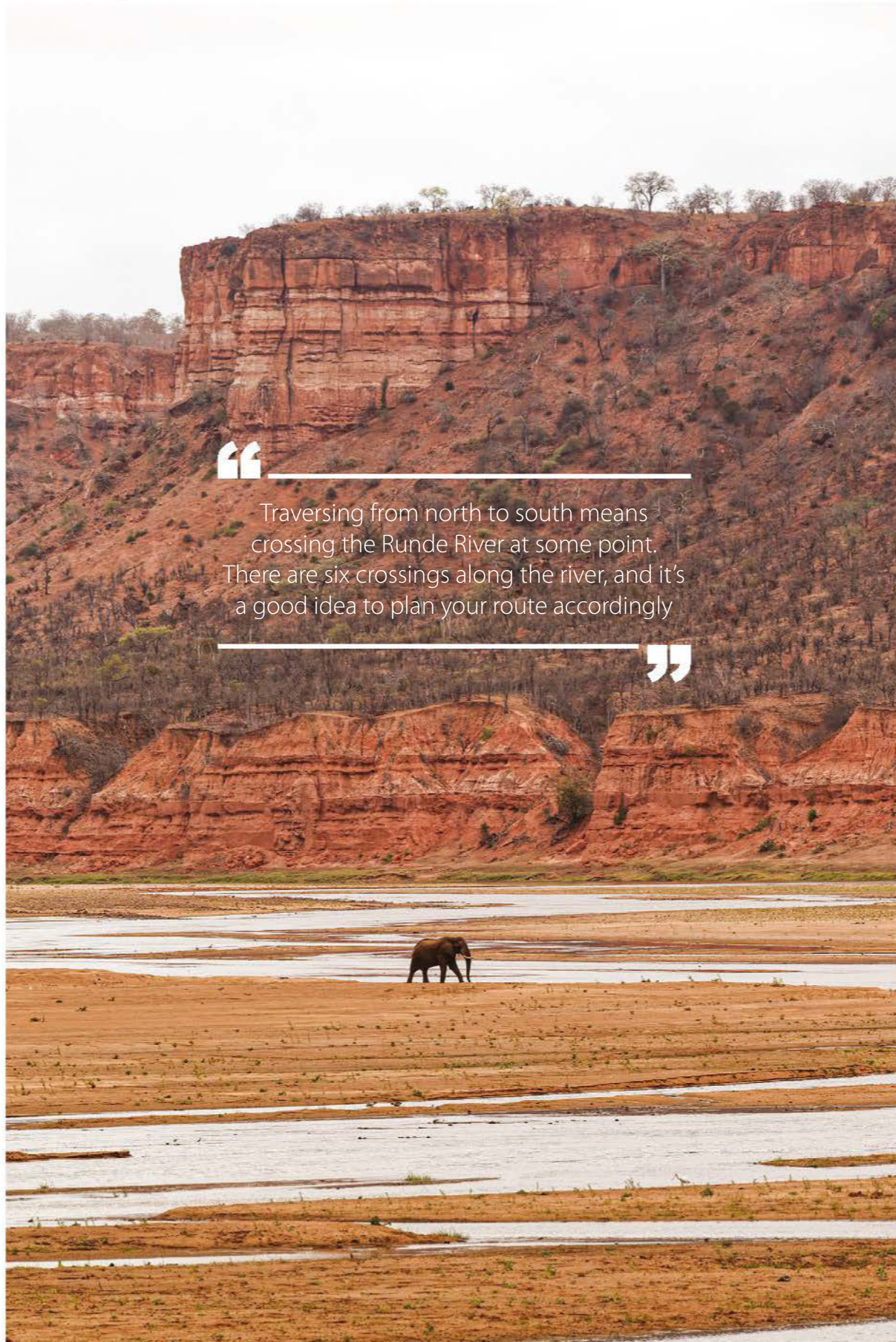
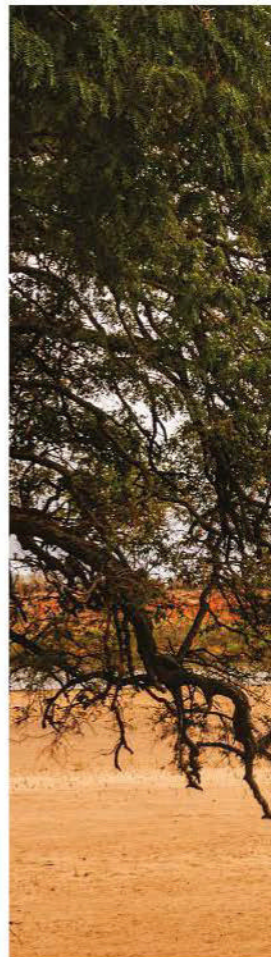




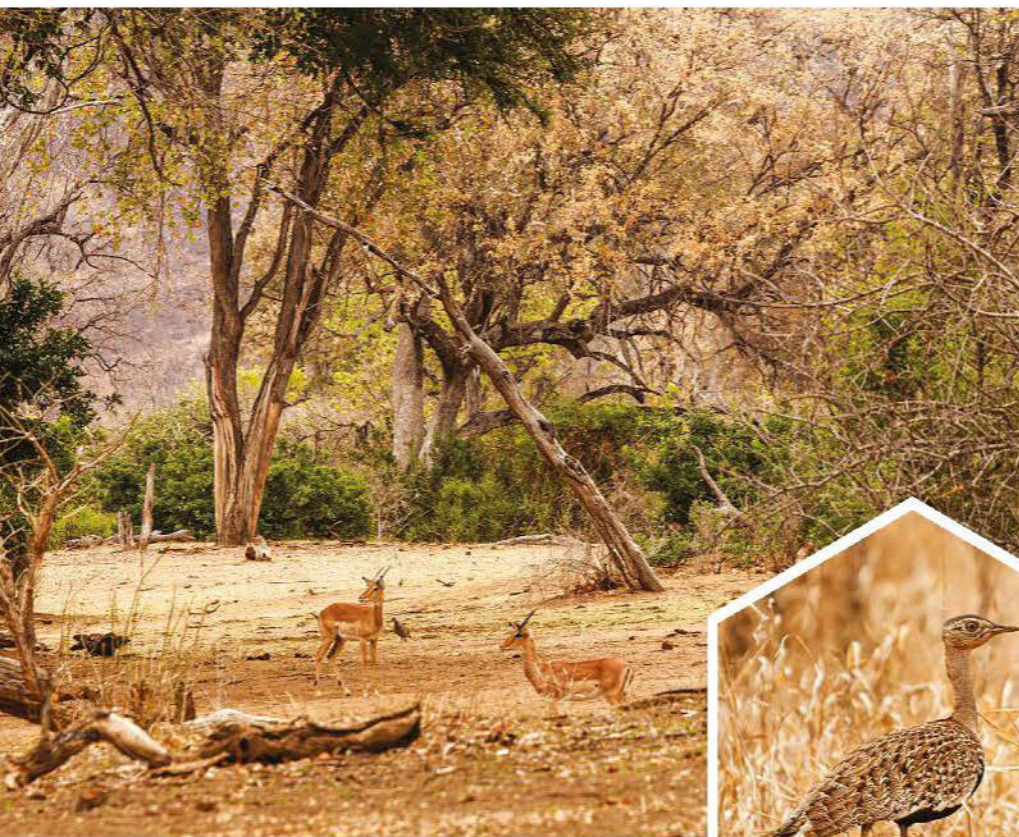
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Traversing from north to south means crossing the Runde River at some point. There are six crossings along the river, and it's a good idea to plan your route accordingly

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**RIVERWORLD.** Wildlife within the park are drawn to the two main rivers, the Mwenenzi and the Rundu. You are free to stop at any of the picnic spots along the river to watch the animals go by.



requiring a journey through the notorious Beitbridge border post. The Malipati and Boli gates are to the south, but reaching them involves lengthy drives along dirt roads. Thankfully, Beitbridge is more orderly these days, but you can still opt to bypass it entirely by heading through Mozambique towards the Sango Gate, crossing the Limpopo River by road.

Once inside, you'll notice Gonarezhou's accommodations are clustered around the park's two major rivers, the Mwenenzi in the south and the Runde in the north. A network of dirt roads, some seasonal and closed during the rainy season, connects these areas. If your time is limited, choose a camp in either the north or south and spend your time exploring the surrounding area. For longer stays, a good strategy is to spend three to four nights in the north before moving to the





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In between, a web of smaller routes allows for game viewing away from the main roads

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south for another three to four nights, or vice versa. Exiting the park through a different gate completes a circular route back home.

Traversing from north to south means crossing the Runde River at some point. There are six crossings along the river, and it's a good idea to plan your route accordingly. The bridge near the Chipinda Pools entrance was washed away two decades ago and never repaired, but you can easily cross the river in your 4x4 just south of the bridge, where it's shallow or even dry.

The next crossing, not far from there,

is the Nkwangulatilo low-water crossing, which is passable all year round. The Fishans, Bopomela and Chitove crossings offer picturesque water crossings followed by a stretch of sand where your vehicle can flex its 4x4 muscles. The final crossing at Chamuluvati, in the far northeastern corner of the park, is the most challenging, with deeper water and sand. Chamuluvati is often impassable during the rainy season when river levels are too high.

The northern part of the park, especially around the Runde River, boasts the highest concentration of wildlife,

hence the numerous game-viewing roads and camping and picnic spots along the riverbank. One of the park's main routes connects Chipinda Pools with the majestic Chilojo Cliffs on the southern banks of the river. Another main route leads from here to the Boli gate and then to Mabuluata, linking to the southern part of the park.

In between, a web of smaller routes allows for game viewing away from the main roads. The Pombadzi Wilderness Drive (set aside three hours for this route) and Nyavasikana Drive are excellent choices for those wanting to venture off





the beaten path. The former is a twin-track loop between Chipinda Pools and the confluence of the Runde and Save Rivers, taking you through a remote and elevated region of the park, while the latter follows the Nyavasikana River between the Directors and Guluweni campsites.

When hunger strikes, there are several picnic spots where you can take a break. The most popular – and thus busiest – is Chilojo, with its stunning views of the Chilojo Cliffs, but you can also stop at the Chivilila Waterfall or Gota picnic spots along the Runde River. The picnic

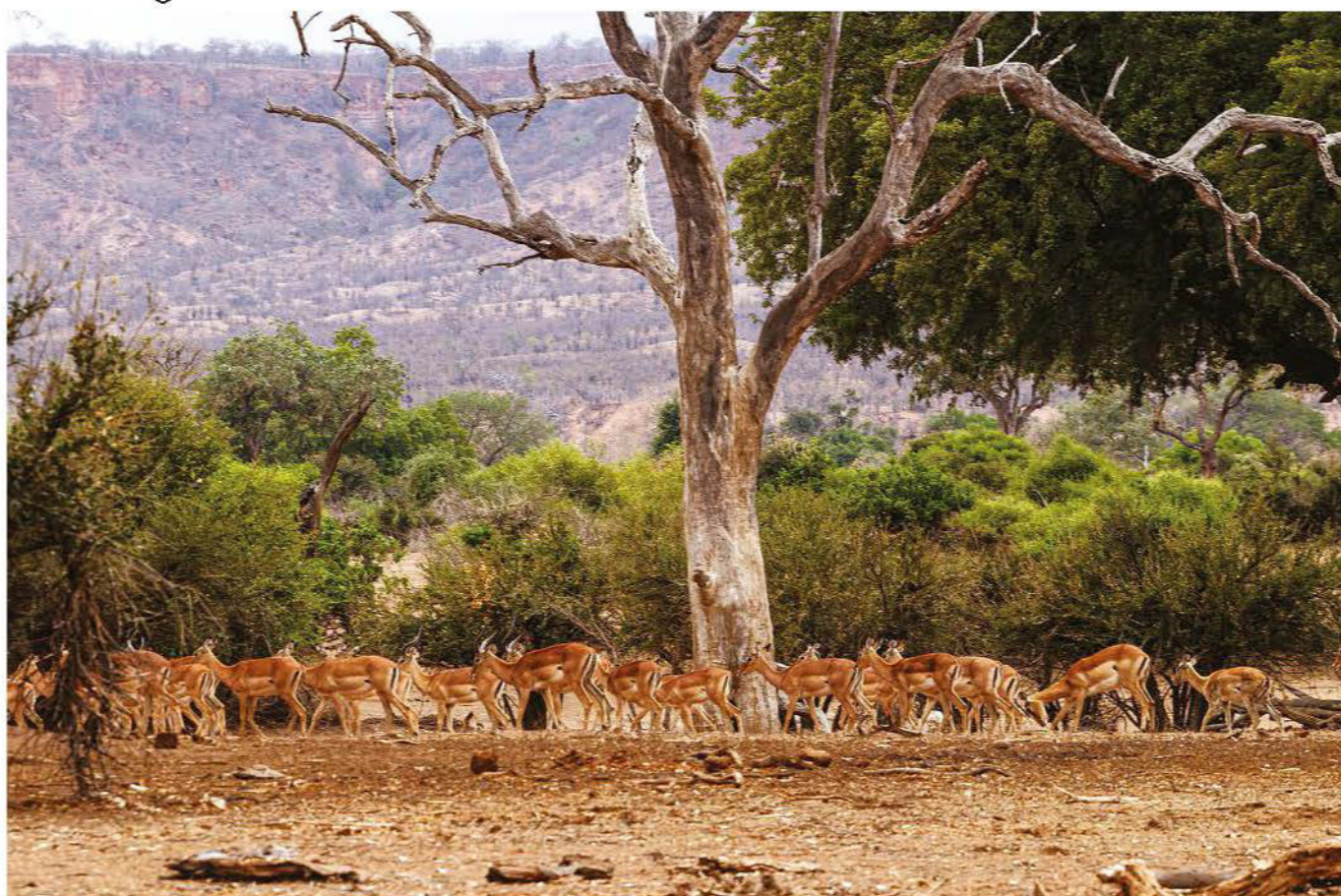
spots of the Mwenezi River in the south include Nyavasikana, Samalema Gorge, Malinangani and Muwatomba.

The Masasanya Dam near Chipinda Pools is a favourite spot for birdwatching. Landscape photographers typically head straight for the views at the Chivilila Waterfall and Chilojo Cliffs. The latter has two unmissable viewpoints atop the hill, with the western viewpoint offering the most iconic view in all of Gonarezhou. Imposing red and white sandstone cliffs stand out against the landscape as the Runde River meanders through the seemingly endless bushveld.

**Gonarezhou has three** “developed” campsites, which means there’s a shared ablution block and each stand has a braai area, tap (non-potable water) and a shelter with a table, but no electricity. These camps are easily accessible on the park’s main routes. Chipinda Pools, near the main entrance, has nine stands, all on the banks of the Runde River. Chinguli has five stands with beautiful views over the river and the distant Chilojo Cliffs. Mabuluata has five stands on the banks of the Mwenezi River in the south.

If you prefer sleeping in a bed, there are several options in both the north and



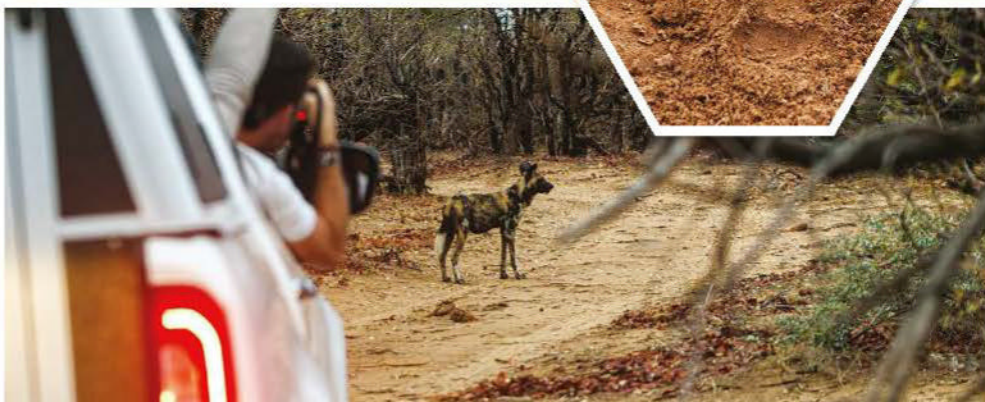


south of the park. The tidiest of them are the Chipinda Pools tented camp near the main entrance and Bosmans Camp in the south. Chipinda Pools' camp has four en-suite tents, each equipped with a kitchen and braai area, while Bosmans has six tents, a communal kitchen (with a freezer and power points) and a boma.

At a wide bend known as Buffalo Bend on the Mwenezi River, you'll find the Swimuwini lodges. These self-catering houses come with a fully equipped kitchen, power points, bedding and towels. There are eight units, six with two bedrooms and the other two with one bedroom each.

The park's Mananga camps, built in a traditional Shangaan style, each feature four self-catering chalets (sleeping two) with outdoor bucket showers and a communal kitchen and living area. Gonarezhou has three Manangas – one in the north of the park (Masasani) and two in the south (Matuli and Makonde). Take the opportunity to chat with one of the local women working in the camp, as they were the ones who built the Manangas (Shona for "a place in the wilderness") by hand! Notice the absence of cement

TRACKER. You can explore the park via a network of self-driving routes, or on foot as part of a guided safari. Visit the park's website ([gonarezhou.org](http://gonarezhou.org)) for a contact sheet listing all the tour operators and guides.







## Know before you go

Gonarezhou's main gate, Chipinda Pools, is in the north of the park and the easiest to access. Take the A4 from Beitbridge and then the A10 to Chiredzi. From there, it's a good dirt road to the gate. You can drive directly from Beitbridge on a 185 km dirt road (via Chikwararkwara and Sengwe) to the Malipati Gate, or aim for the Boli Gate by first taking the A4 to Rutenga, then southeast on a 110 km dirt road into the park. The Sango Gate in the southeast of the park is accessible from Mozambique. Beyond the Pafuri border post, cross the Limpopo River (if it's dry) and follow a 65 km dirt road along the Mozambican border to the gate. If the river is flowing, cross by ferry at Malipati and continue on the N221 paved road (195 km). Bring a GPS with Tracks4Africa to navigate these routes.



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You can explore the park via a network of self-driving routes, or on foot as part of a guided safari

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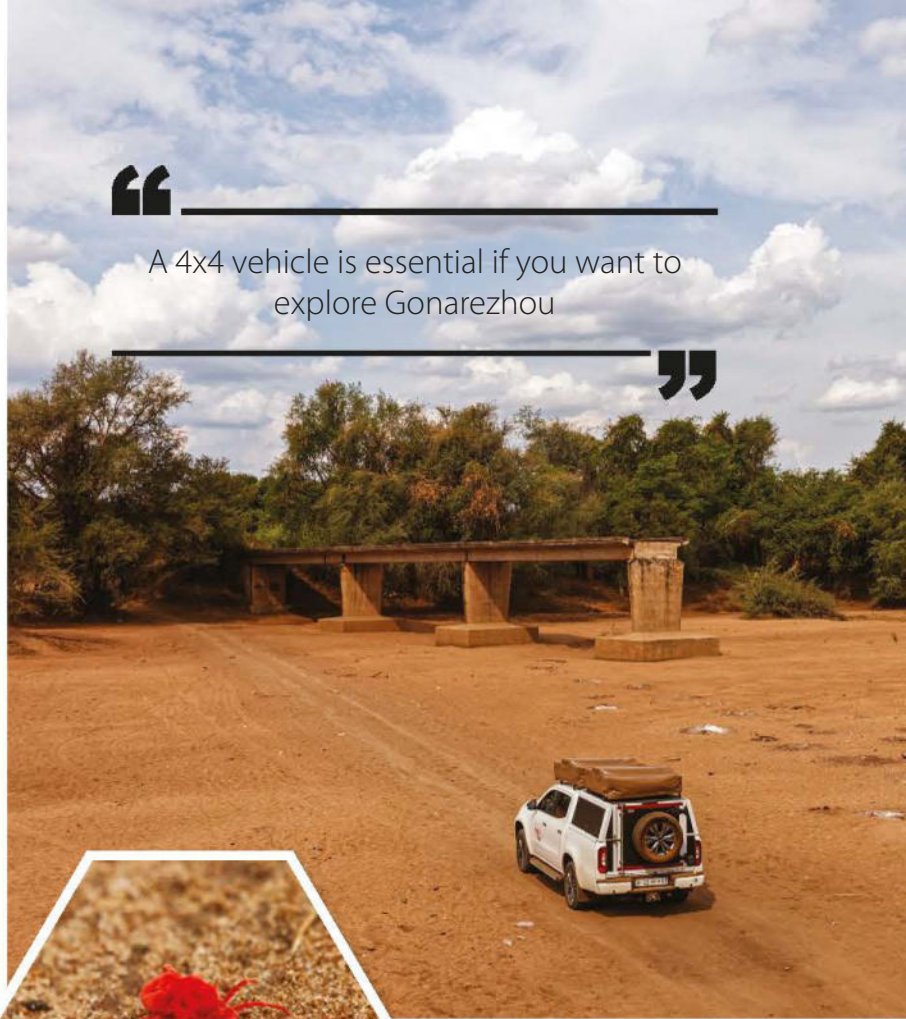


ADVENTURE AWAITS. A 4x4 vehicle is essential if you want to explore Gonarezhou, because there are many rivers to cross inside the park. These rivers are the lifeblood for crocs, boababs and curious insects.

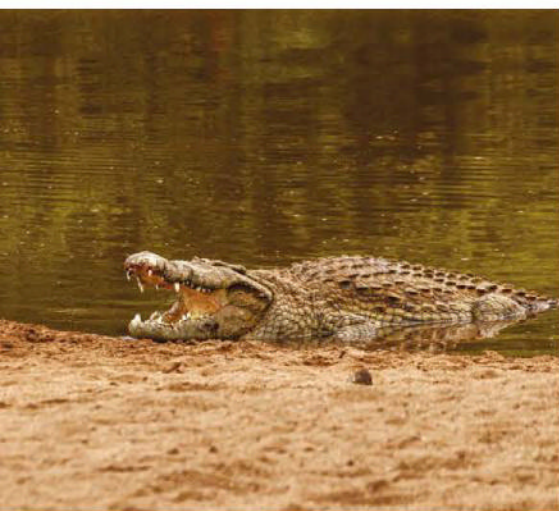
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A 4x4 vehicle is essential if you want to explore Gonarezhou

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## I also want to go!

**Best time to visit?** The mild months from April to August are delightful. Between September and November, temperatures start to rise, but it's the peak of the dry season, so you're more likely to see wildlife at waterholes. Between November and March, it's extremely hot and also the rainy season, making it challenging to move around the park. Note that some of the more remote campsites become inaccessible during the wet season (late November to April), and the entire park is closed annually from 10 January to 1 March.

**Do I get a map?** At the main gates, Chipinda Pools and Malipati, you can purchase a detailed map of the park, although they may not always have stock. However, you can download a digital version from the park's website before you leave (📧 [gonarezhou.org](mailto:reservations@gonarezhou.org)). Nonetheless, a GPS with Tracks4Africa loaded on it is essential.

**What should I drive?** A x4x vehicle with high ground clearance is recommended, especially if you want to visit the more remote parts of the park. Expect thick sand and water crossings; therefore, it's a good idea to travel in a convoy of two or more vehicles. Bring recovery equipment and a compressor.

**Can I tow?** Yes, but only an off-road

trailer and only if you have enough driving skill to tackle thick sand and river crossings.

**Where do I get supplies?** Bring everything you need for your camp setup and kitchen, as there are no shops in the park. Chiredzi, about an hour from the main gate at Chipinda Pools, has supermarkets, hardware stores, banks, and other facilities for repairs.

**Is the water potable?** The water at accommodations where water is available (self-catering and developed campsites) is untreated and comes from boreholes or rivers. Bring your own drinking water. Other than the developed campsites (Chinguli, Chipinda Pools and Mabuluata), none of the campsites have water points, and you must bring all your water for drinking, cooking, washing and showering.

**What else is there to do?** Overnight visitors can fish in certain areas of the park's rivers. Obtain a permit from the park office and bring your own equipment. Also, inquire with park staff about guided walking safaris, game drives, and community visits.

### Where do I book?

📧 [reservations@gonarezhou.org](mailto:reservations@gonarezhou.org)

☎ 00263 779 788 811

📍 [gonarezhou.org](http://gonarezhou.org).

and the natural building materials, either recycled or sourced from local villages.

Young mopane trees and old fence posts were used for the framework, ilala palms for making ropes, cow dung for the floors, and dried clay for the walls, which were then painted with charcoal. The floors and walls are recoated annually, a deliberate design to ensure sustainable job creation for the local community. Should the women ever stop maintaining them, the idea is that the Manangas will naturally decompose over time.

Lastly, you can indulge in luxury at one of Gonarezhou's opulent lodges. There are two: Chilo Gorge on the northern boundary of the park and Singita Pamushana Lodge in the Malilangwe Private Wildlife Reserve, which shares Gonarezhou's northwestern boundary. Expect all the luxuries, including WiFi, swimming pools, and down-feather bedding, along with guided activities

like game drives, walking safaris, boat trips, fishing, and spa treatments. Chilo Gorge and Tented Expeditions also offer luxury tented camps set up temporarily at certain times of the year in the park, allowing you to sleep in the elephants' backyard with the convenience of a flushing toilet, hot water and a chef at your disposal.

But camping, whether luxurious or self-sufficient, is truly the way to experience Gonarezhou. The temporary exposure to Mother Nature's whims, and the thrill of being in an unfenced camp in the middle of the night remind you of your vulnerability in the wilderness.

Best of all, as you sit by a river at sunset with a G&T in hand, watching an elephant make its way through the water, you feel a profound connection to this beautiful place. It's this feeling that will have you yearning for Gonarezhou long after you've returned home.



# Country charm

If you've ever camped on a farm, you'll know all about that profound sense of satisfaction and joy that settles over you. We set our sights on two tea farms beyond Citrusdal, in pursuit of that very feeling.

Words and photos **Leon Botha**





There's a time and place for everything. Sometimes, it's great to spoil the kids and check into a resort with towering water slides, intriguing mini-golf courses and heated pools. Other times, you're just not in the mood for such exuberance; instead, your heart yearns for a hideaway deep in the bush. It's the perfect remedy, especially when everyday life starts to chip away at you bit by bit.

That's the kind of healing you get when you camp on a farm. It's the tranquillity of nature you crave the most, and if there's anything to be done, you do it with your loved ones. At both places we visited, some campers

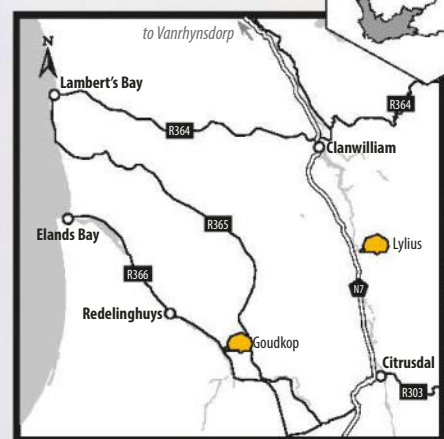
knew each other, and it was clear that spending quality time together was the top priority.

Goudkop is nestled between Citrusdal and Elands Bay, in the heart of Sandveld – potato country – and we took a wide berth around a tractor towing a trailer full of potatoes as we turned into Goudkop. Lylus, on the other hand, is in buchu territory, set in a mountainous landscape between Citrusdal and Clanwilliam. Both farms cultivate rooibos tea, and each offer a unique camping experience.

#### GOUDKOP

### There's a hole in the hill

Goudkop's camping site is almost



atop a ridge, and one might assume the name has something to do with this hill, but that's not the case. The







actual hill is across the main road, with an interesting history.

During World War II, two guys reportedly hid here to avoid the war. They dug a tunnel at the foot of the hill to conceal themselves but then discovered gold! Apparently, it wasn't nearly enough to be worth mining, but the tunnel entrance is still visible today. The hill is beside a marsh, with a triangular beacon on top.

The farm's name is Skrik van Rondon, and the campsite is about a 3 km slow climb up the ridge. But before you head up, stop by the farm stall at the entrance gate. Here, you can buy roosterkoek or some olive oil, or sit down for a quick breakfast or lunch. You can also buy meat and various flavoured Goudkop rooibos teas, and if you feel like some hot stuff, Skrik van Rondon's pickled jalapeños.

**Now you drive through** another gate towards the campsite – the road is sandy in places, but firm, and you'll

easily make it with a regular sedan and caravan. After 1,1 km, the dirt road turns at a fence. Then, you slowly climb for 1,7 km, swerve, and 40 m later, you reach the first stand.

To the left of the entrance road are five neatly arranged stands with young trees planted to separate them. The stands look about the same size (roughly 10 x 10 steps), but the first one is about a third larger.

The folks at the far end managed to accommodate their Bush Lapa Ratel's awning and a shower tent at the back, plus their Toyota Fortuner. The stands are slightly elevated from the entrance road, so the front of it has a slight ramp, but you won't be able to drive straight onto your pitch as you can't drive through or turn around. You'll have to reverse to position your caravan correctly. Wild grass grows here, which is somewhat surprising for this arid region. It's also a delightful treat for the eland – you'll see plenty of their droppings on the grass.



## They say

These friends came camping for the weekend: Ernie Everett from Bothasig in Cape Town, Deon and Diane Steenkamp from Hermanus, and Braam and Marieta Esterhuyse, and Peter and Jeanette Field, all from Saldanha. The group had been to Goudkop before, but it was Deon and Diane's first time. Here's what they had to say: "The boma is fantastic for socialising, and the view over Sandveld from up here makes an incredible backdrop when you're camping."







**WANATOE - WP**





## DESTINATION

Gretha Markus will meet you at the campsite to complete the paperwork – by the way, they have card facilities. Your power point has two boxes marked: one for generator power and the other for the solar power system.

So, you can forget about load shedding for a while. There's also a wind turbine on a tall pole helping to charge the batteries just past the last stand. You have your own bin and a few loose half-drum braai stands on legs that you can use. Bring your own grid.

From here, you have a lovely view, with mountains forming the horizon. The sun sets behind a small hill, near the two o'clock mark. Later, Jerry Beat said it's called Klein Tafelberg, 22 km away.

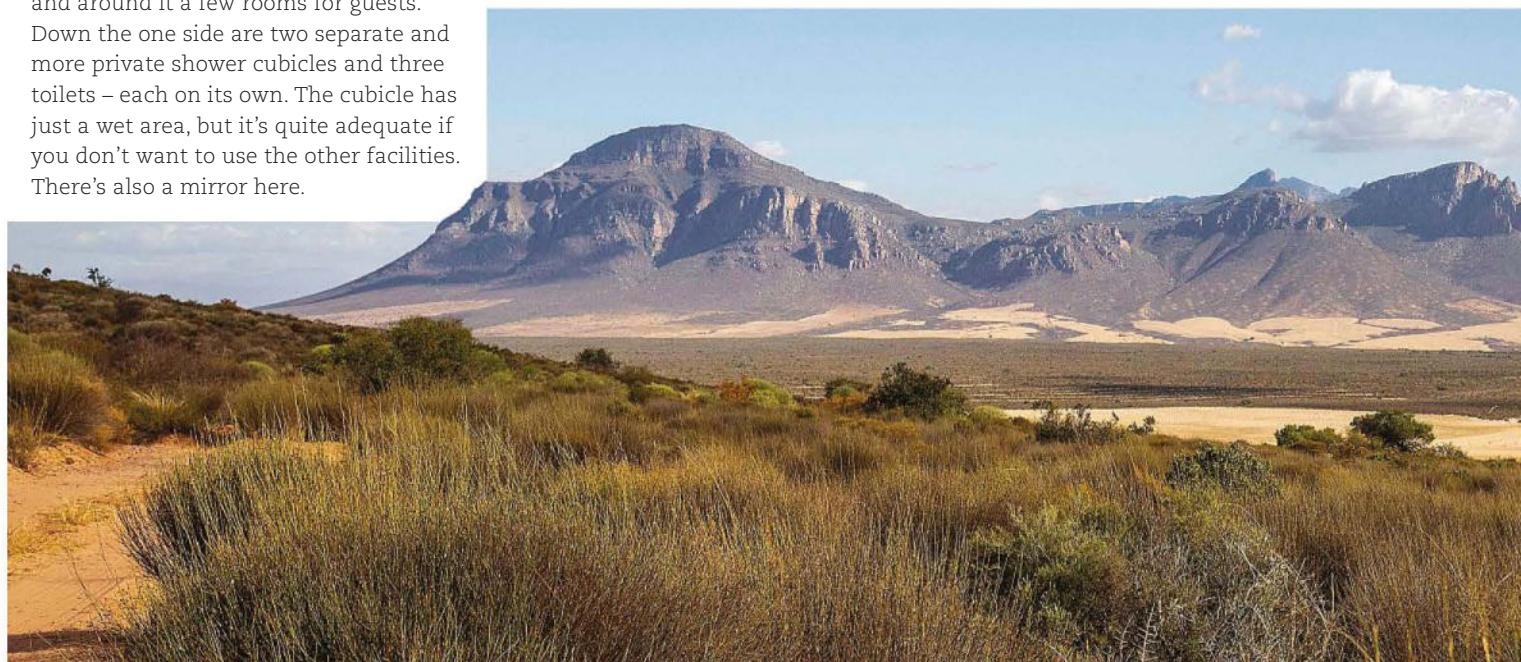
**You have two choices** when it comes to bathroom facilities: a very basic wash area without light or a regular shower room and toilet cubicle. Across the stands situated farther along – opposite the road – are two separate wooden lattice rooms. One has two separate toilets, and the other two showers.

They also have no doors, but the layout ensures privacy. The floor is concrete, and it feels like a real bush shower, but the gas heater keeps up, and there's no lack of hot water. It's so spacious, you and your better half can get clean at the same time – it's wonderful to shower almost in the open.

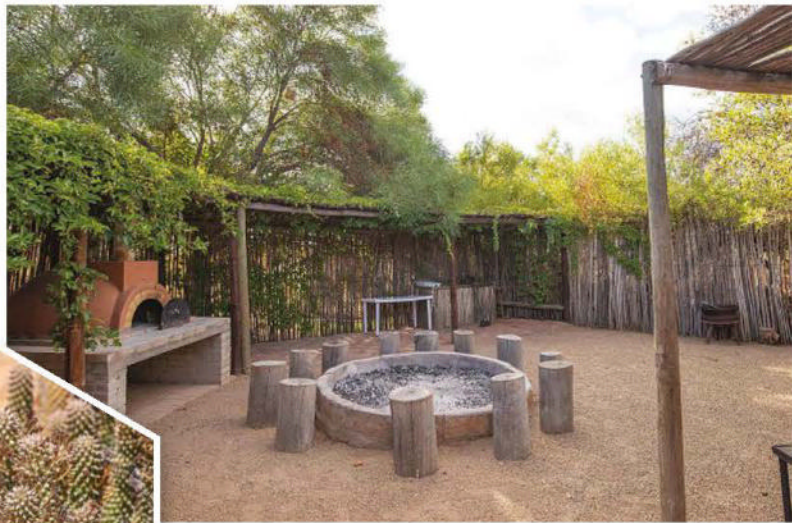
Just past the stands is a building with an open courtyard. There's a small pool and around it a few rooms for guests. Down the one side are two separate and more private shower cubicles and three toilets – each on its own. The cubicle has just a wet area, but it's quite adequate if you don't want to use the other facilities. There's also a mirror here.



**SWIMMINGLY.** Just past the last stand are a number of buildings surrounding a swimming pool. These are chalets and extra ablution facilities open to campers.







One of the adjacent rooms boasts a large-screen TV for everyone, and between the building and the back of the outdoor showers, there's a large boma. The dishwashing area is also there, with the children's play area behind the boma. It's a jungle gym with swings, but quite hidden away.

**Be sure to book** a game drive. If there are just the two of you, it costs R250 pp, but if more people join, the price is R150 each. Jerry, who has been on the farm for 23 years, knows the 730 ha on this side of the tar road like the back of his hand. He says the stands were set up about 10 years ago, and they farm with game including eland, kudu, blue and golden wildebeest, springbok, gemsbok and bontebok.

At the farm stall, you can buy eland, warthog, gemsbok and blue wildebeest meat, but they also have beef products.

The veld is covered with reed bush, which looks like giant grass tufts – Jerry says the eland feast on it. Then he shows us some of the potato fields... and we

“ The veld is covered with reed bush, which looks like giant grass tufts – Jerry says the eland feast on it ”







HELLO? The ablution facilities opposite the stands consist of two cubicles: One has two toilets and the other has two showers. Neither has doors, so make yourself known as you approach

spot a Verreaux's eagle on the ground in one of them.

After some distance in the veld, we stop. Jerry gets two gloves and walks up to a spiky succulent with growths like fat fingers. It's the *Hoodia gordonii*, also known as "Queen of the Namib", which they use to flavour rooibos tea. Jerry plucks one of the fingers and shows it to us up close. He says it has a pungent, bitter taste and suppresses appetite – the Bushmen ate it to get energy when they were hunting animals.

Jerry shows us more eland and says those with stripes are the Livingstone eland.

The tunnel at Goudkop is usually not part of the ride, but we ask to see it, and Jerry takes us across the road.

He points to the small tracks along the opening and says porcupines live there now. One could easily fit through the opening, and Jerry says he has indeed climbed in himself. The tunnel runs about 70 m under the hill.



## Briefly | Goudkop



**Campsite** Five stands on a grass terrace next to each other with not much shade. Cellphone reception is not the best.

**Ablution facilities** Rustic facilities across from the stands and standard shower cubicles and toilets at a building a short distance from the pitches.

**Price** R130 pppn (R70 for children).

**Arrival and departure** 14:00-18:00 and 10:00.

**Contact** 082 385 9931

info@goudkop.co.za goudkop.co.za

**Nearest town** Redelinghuys, 19 km.

**Road condition** The last 2,8 km is sandy in places, but mostly firm – a dirt road you can easily navigate with your city sedan and road caravan.

**GPS** S32.550932 E18.700720

**Drive & Camp says** Be sure to buy a box of Goudkop rooibos tea and book a game drive with Jerry.





## LYLIUS

### Into the mountains

Lylius is a mere 33 km northeast of Goudkop. On the road, you first cross the Piekenierskloof Pass, past the turnoff for Koningskop and Kardoessie camping sites near the top. Continue past Citrusdal's turnoff on the N7 and look out for the Algeria signpost to the right.

The upcoming dirt road is properly corrugated. You could crawl over this 4,7 km stretch to the campsite with your road caravan and sedan, but an off-road caravan or gravelroader would fare better. Lylius also has a few stands specifically reserved for tents.

As you enter the mountains, consider yourself lucky if your mobile

phone works. One night, one of our phones received messages, but the lack of signal is a sign that there's now a welcome distance between you and civilisation.

Just 1,5 km further, you'll need to cross the Olifants River, but whether you'll see any water depends on the season. It's a low-water bridge that's over 200 m long, marked on Google Maps as the Kriedouwkrans Bridge. Both ends of the bridge are single lane, but the middle section is wider, allowing vehicles to pass each other.

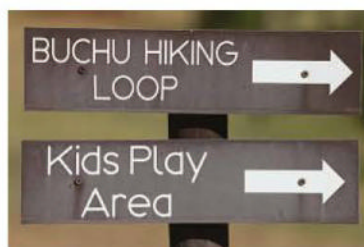
We crossed here at the end of February, and the river looked like an expansive white beach. The turnoff to the campsite Lebanon Citrus is directly after the bridge on the left,

but keep going straight for Lylius.

The campsite is right next to the road, located on the 1 700 ha Kriegerberg farm. Besides camping facilities, the owners, Corné and Lydia van der Westhuizen, also cultivate rooibos and buchu.

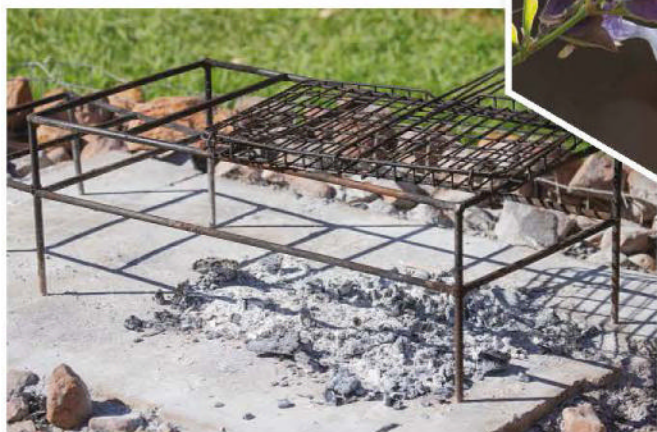
**Lylius' expansive green lawn** to the right of the road looks almost like the well-maintained fairway of a golf course. You might as well leave your flip-flops in the car and enjoy a barefoot weekend. By the way, there's no office here; make all your arrangements in advance so you know which stand has been assigned to you.

The lawn extends from the gate in an L-shape, with the stands laid out





## DESTINATION



along the long leg. The legs are 170 m and 280 m long, respectively, and about 30 m wide – so it's a huge piece of grass, but there are only five stands. Each has its own bathroom facilities, offering plenty of privacy. There are trees, but they're still small – so bring an awning or any other means to cast shade.

What makes Lylius unique is that more than one family can fit around a bathroom unit. So, several families can share a stand. Four of them – Karee, Marula, Pear, and Mango – are set up on the outer edge of the lawn.

As you drive in, they're all on the right,

except for Pear, which is all the way on the left. They are collectively known as the Grassfields stands.

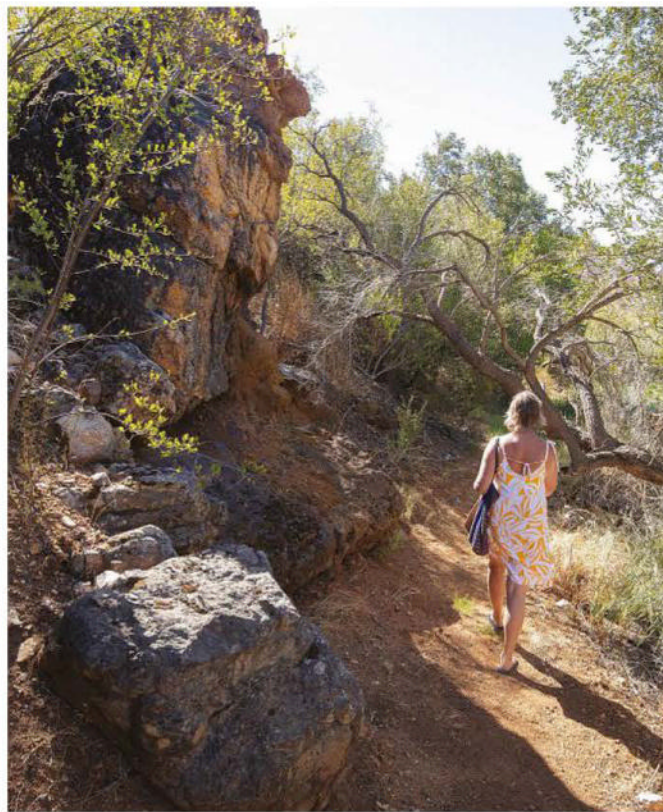
As you enter Lylius's gate, there's a turnoff to the left for the Taaibos stand, opposite Karee and Marula. It's slightly elevated on a ridge and overlooks Grassfields. There's a tall dry stump here, which is where a guineafowl decided it was the campsite's alarm clock during our visit. Taaibos gets the last of the afternoon sun, while the lower stands have long been in the shade of the hill.

Taaibos also has its own bathroom facilities, but unlike the others, it also

features an open roofed structure with a bench and table. During our visit, five families occupied this section, and there was enough space opposite their gathering spot for a few tents, and off-road caravans and trailers, plus all the towing vehicles.

**Grassfields' ablution facilities** deserve a shout-out. The building on one side houses an open kitchen area with a concrete floor, and there's a separate entrance for the bathroom. The concrete countertop extends across the length of the room, with a sink for dishes.





**NATURALLY.** When you camp at Lyluis in the Cederberg you'll come to appreciate how close a farm brings you to nature. Unlike at a large resort, you won't have to deal with noisy crowds here.



A gas cylinder for the hot water geyser is stored under the counter, along with two crates of firewood (R60 per crate). The bin is also here, along with the double 220 V power point that works with household plugs. So, if more than one family is sharing a stand, remember your extension cord.

The owners spoil the campers: a hand braai grid, a braai tong, and a wire brush hang against the stone wall, topped with a welcome "No loud music" sign. Your fire pit is in front of the building, with a steel frame that fits the grid.

Part of your shower has a stone wall

enclosure, but it's open without doors.

Just like at Goudkop, the entrance is built so that it's private. At the far end of the L, a twin-track starts with a sign saying "Private stands."

These are the Forest stands, about 200 m beyond the sign, intended for tents. During our visit, there were campers there, and we didn't want to disturb them with a notebook and camera. So, we didn't have the chance to see the place ourselves, but we've heard these pitches have their own bathroom facilities, a lapa, and a kitchen with power and lights.

**Just before the twin track,** there's a small building on the right that looks like the Grassfields bathrooms. The facilities are similar, but there's also a freezer. And if you've used up all your wood or gas, you can get more here.

Next to this building, you cross a flat wooden bridge to the next building. It's in the same style as the others, with a stone wall, concrete floor and open sides, but it boasts two sets of benches and a countertop with a sink against the wall.

At the other end is a pool with the cleanest blue water. At the closer end





**OFF THE ROAD.** The gravel road leading to Lylius is just a few kilometers long, but it's quite bumpy. It is fine if you're towing a bush trailer, but do take it easy with a regular caravan.





is an open fire pit.

Here you'll see a sign for the Buchu hiking trail. Just before the Karee stand is the other entrance to the trail. The children's play area is also set up here, and you don't even need to bother with sunscreen, as the whole place is shaded. The jungle gym has swings and a slide.

The hiking trail is neatly laid out, and you walk the first part along a rock wall along the contour. Then you veer left around the hill, where it gets steeper. It's still an easy walk, and even little ones can manage.

About 400 m from the play area, you reach an extensive buchu crop. The path turns left again 200 m along, heading towards the campsite into the veld.

As you progress over the hill, you get a beautiful view over the entire campsite – a photo you'd immediately want to send to your folks at home.

About 240 m from the crops, the path joins another. Left takes you back to the pool, 120 m away, or keep right to the lookout point. It's just a 350 m moderate climb from there, but you're rewarded with an unbeatable view even higher above the campsite.

There are other hiking trails up to 14 km long that also include a 4x4 route and you'll see rock art. Dogs are allowed to accompany you.

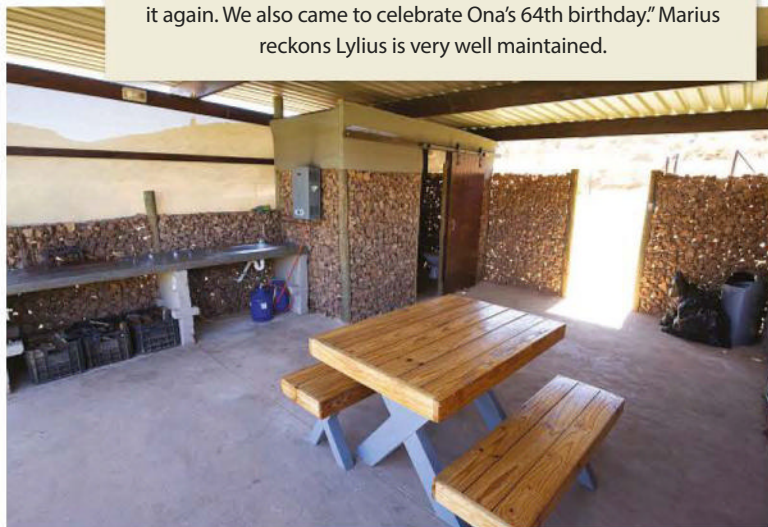
For now, we're heading back to the pool as an antidote to the 37 °C temperatures on the slopes.



## They say

This group of friends camped together on Taaibos: Ona and Melville Cloete from Brackenfell; Johan and Louisa Botha, and their son and daughter-in-law Johann and Carla, all from Langebaan; Suzette and Pierre Hayes from Durbanville; and Sandra and Marius Watney from Porterville (in front). Eight-year-old Liela is to the left of Sandra.

"We last camped in January," says Carla, "and it was time to do it again. We also came to celebrate Ona's 64th birthday." Marius reckons Lylius is very well maintained.



## Briefly | Lylius



**Campsite** Six stands, each set up for groups of 8-10 on a lovely lawn, but couples are also welcome. The stands are far apart, and one is reserved for tents.

**Ablution facilities** Your own, including an open kitchen with washing facilities.

**Price** Depending on the stand, R550 or R600 for the first four, then R50 pppn.

**Arrival and departure** Between 14:00 and 20:00, and 10:00 (unless arranged otherwise).

**Contact** 072 657 4719 or 083 611 7073

stay@lylius.co.za lylius.co.za

**Nearest town** Clanwilliam, 32 km.

**Road conditions** The last 4,7 km is a corrugated gravel road that includes a low-water bridge of 225 m.

**GPS** S32.371463 E18.986672

**Drive & Camp says** Make sure you book in advance, especially during holiday times. We dropped by off-season, and all the stands were occupied. You can also order their rooibos tea, Cederbos, available in various flavours. Order in advance from Lydia when you make your booking.





# Montagu or bust!



David Kramer may have waxed lyrical about Montagu's muscadel, but he should have serenaded its caravan park instead, as this campsite is a hit.

Words **Pieter Redelinghuys** Photos **Pieter** and **Carla Redelinghuys**

**W**ho would've thought an apricot orchard could offer such a delightful stay? Indeed, that's what the Montagu Caravan Park is – or rather, what it was 33 years ago when owner Antonette Kotze purchased a small farm at this picturesque Boland town in an auction and began transforming it into a campsite.

Over the course of three decades, two massive floods, long hours and some costly lessons later, Montagu Caravan

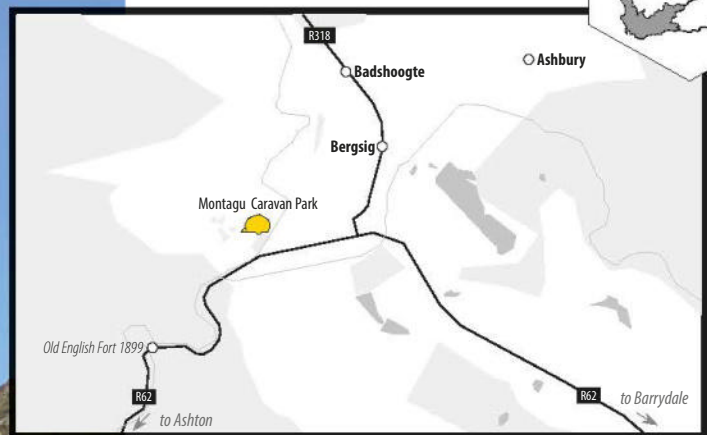
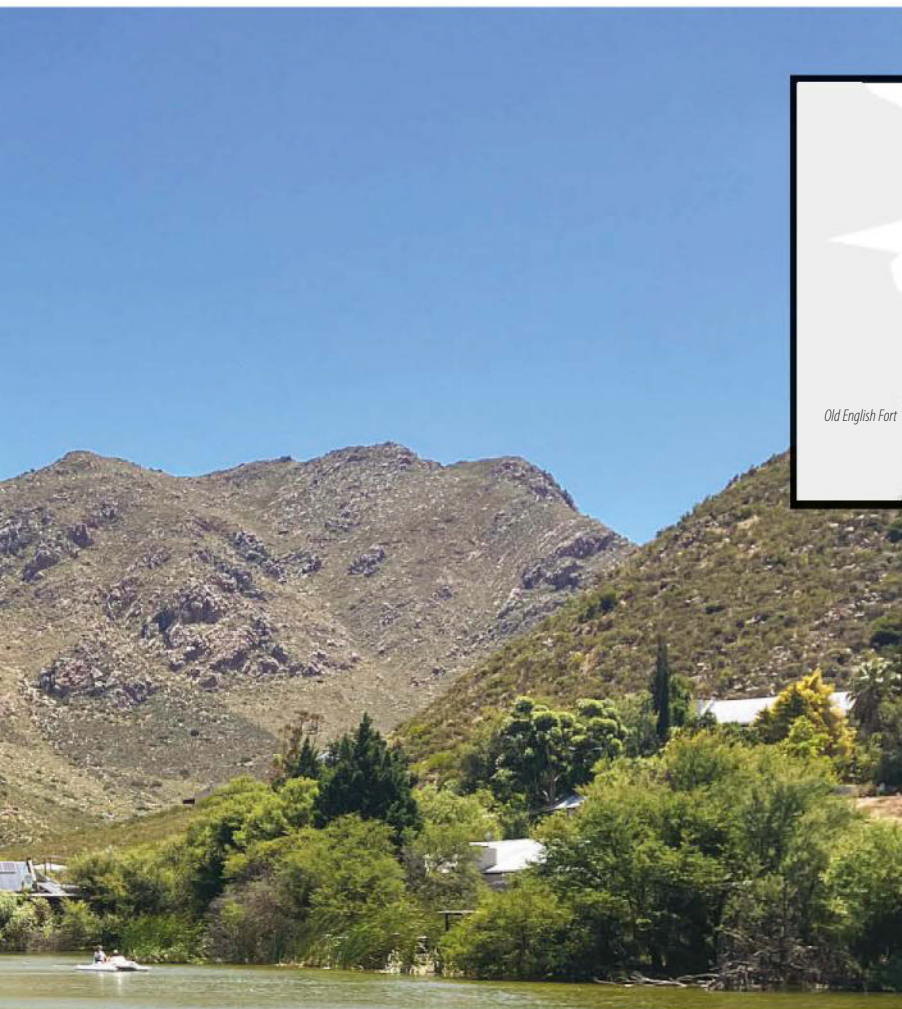
Park has emerged as one of the Western Cape's most popular destinations. And it's just a two-hour drive from Cape Town.

At first glance, the reasons seem obvious. The site is tidy. It's clean, boasts top-notch facilities, the staff are friendly and helpful, and there's a whole host of activities to keep both young and old entertained. Just a heads up: as with any well-run campsite, don't expect to find a spot by just showing up. Many visitors become repeat guests, and it's a popular spot for caravan clubs. So, it's wise to

book early, as the resort isn't seasonal, and even outside the blistering summer months – when temperatures in the town can soar into the thirties – people queue up to camp here.

**What strikes you** immediately is how unobtrusively and thoughtfully the camp staff go about their tasks. No lawnmowers or weed eaters buzzing in your ears at seven in the morning; your braai area from the previous night is clean when you wake up; bins





are emptied and there's no litter in sight; and the ablution block's tiled floors, basins and showers gleam. Heck, even the duck and geese droppings on the dam wall are swiftly cleaned up.

Antonette lays it out for us: you can't run a place like this without getting your hands wet, you have to be present (she lives on the campsite), and most importantly, be a camper yourself. Rob, her partner, and she have years of experience in a tent, caravan and motorhome. This experience, coupled with checking out facilities in parks across South Africa, has been reinvested into "Appelkoossparkie", as the Kotze family affectionately refers to the Montagu Caravan Park.

Camping rules are strictly enforced, and late-night noise, loud music and improper conduct are not tolerated. But it's hardly a punitive camp like Heinz G Konsalik's mountain detention centre. You can feel the tranquillity seep into your bones as you secure the last tent pegs and light the first fire.

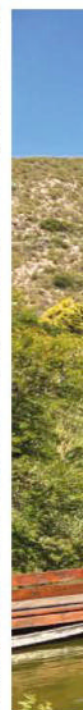
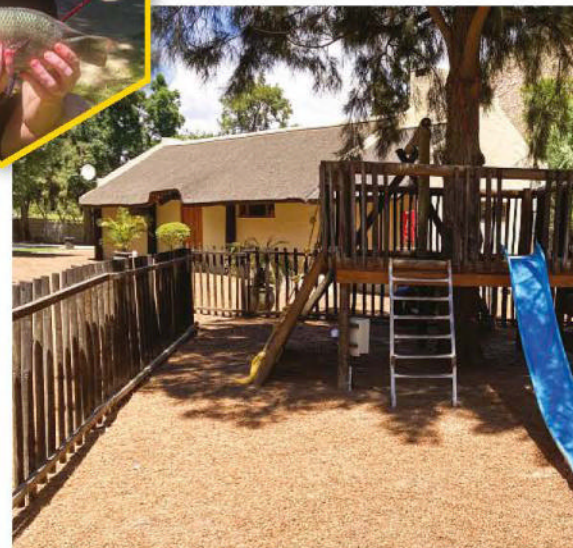
The park's pathways are all covered with apricot pits, ensuring no dust swirls up when the late morning breeze picks up or when your neighbour drives off to town in their large SUV for supplies. Plus, the town centre is just a five-minute drive away.

**The 78 stands are spread** across three terraces. Most of them are neatly paved, offering a flat and clean surface for your caravan or tent. But bring a groundsheet just in case you need to set up on a grassy patch. The site is blessed with plenty of large, shady trees; indeed, you'd be hard-pressed to find a stand that isn't at least partially shaded. The stands are spacious, accommodating even the largest caravan or motorhome comfortably. Each has a braai spot, and most have a tiled counter next to it where you can season your chops and place your braai tongs and a cold beer. There's also a chopping block, built like a Springbok hooker, next to each stand to tackle the toughest firewood with an axe. Wood is available at the office for R30 per bag and ice for R20 per bag. Remember to bring your own grid.

Each stand has a power outlet (ordinary household







**NEAT!** The more than 70 stands as well as the ablution facilities are constantly being cleaned by friendly staff. All you have to do is sit back and enjoy life.

socket) and fresh water taps are spaced every 15-20 steps, so you won't have to walk far to dampen a cloth or fill a kettle.

Upon arrival, you'll pay a R200 deposit for the resort gate's remote control, which is refunded upon departure if all is in order. Note: cash is king here, and no card facilities are available for transactions.

As you enter through the resort gate, you have three options. Turn right to reach the 13 stands on the site's outer edge, closest to the Keisie River. Across from them are 21 stands, some bordering the dam wall, all nestled among lush green shade trees and neat lawns between the paved areas. Turn left at the gate, and the road divides stands around the smaller children's play park, again with ample trees for shade. Driving straight on leads to the upper terraces, for stands below the dam and others near the cold-water pool (with a water slide), a larger playground with swings, a jungle gym and ropes, a slide, trampoline and the covered relaxation area. Let's linger here for a moment. The success – the enjoyment, really – of a holiday is often measured by two

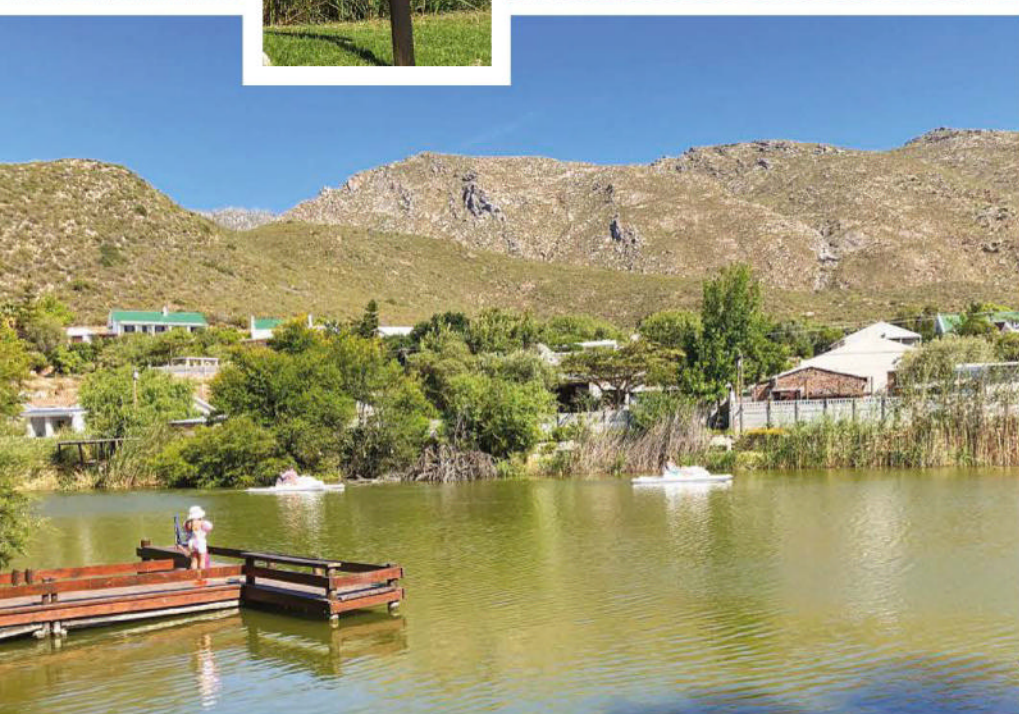
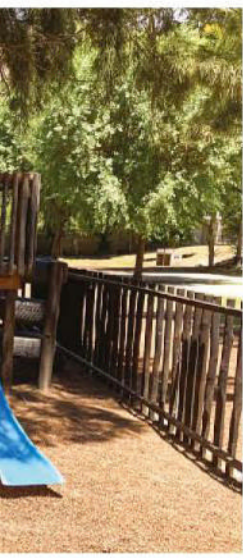
factors: whether the place is clean and safe, and whether there are activities to keep adults and kids occupied. Clean it certainly is, thanks to a 10-member ground staff tasked with daily upkeep. As for safety, solar panels provide night lighting (activated by movement) in the darkest corners; there's an electric fence all around the park and numerous security cameras.

It is, however, the activities that really count towards a holiday's success. And there's more than enough here to keep everyone busy. As we experienced over seven days with a nine- and five-year-old. They were sometimes punctual for lunch or dinner, but mostly they were elsewhere, busy with new friends. Bliss.

**The resort boasts** with no fewer than four swimming pools – two on the lower terrace and two above. The most popular is undoubtedly the spacious indoor heated one among the first row of camping spots as you turn right at the resort gate.

It's roughly 20 strides long, 10 wide, and no deeper than 1,4 m. At one end, the shallow part is knee-deep, separated





from the deeper end by pillars, ensuring safety for the little ones.

Despite the scorching conditions outside, the heated water remains a hit. A handful of loungers are arranged around the pool where you can keep an eye on the swimmers, but bring a bottle of cold water for refreshment, as it can get quite stuffy under the roof and you'll soon be sweating like a suspect on the stand. Naturally, this warm pool is especially welcome during the cold winter months.

A short distance down the road is a smaller outdoor pool, about the size of an average suburban backyard pool. Umbrellas cast shade over a bench and loungers, where you can relax with a book or Kindle, or frolic in the water with the kids.

The other hit is the slightly larger pool – about 8 x 4 strides – on the higher terrace, where a water slide ejects the kids into the cold water. Note that the water slide is only operational at specific times during the day. Three thatched lapas with garden chairs and a few loungers provide seating and shade for non-swimmers and supervisors, and for toddlers, there's a postage-stamp-sized pool, barely deep enough for a duck.

The fourth pool is a smaller indoor heated pool located in the recreation room next to the water slide. This pool is for users over 20, allowing for a peaceful float without kids yelling and splashing around. Speaking of the recreation room: there's a pool table for knocking a few balls into pockets, plus two TVs with access to DSTv channels.

A larger hall next door has ample seating and boasts an indoor braai and fireplace, providing a cozy gathering spot, especially in the winter months. The camp café is also in this room, but it's only open during school holidays and weekends for soft drinks, ice cream and toasted sandwiches. There's also an enclosed camp behind the recreation hall where two miniature ponies and two docile donkeys are kept. They're only too eager to eat carrots or lettuce leaves from your hand.

**Aside from the pools,** the biggest attraction at Montagu Caravan Park is undoubtedly the dam on the upper terrace, set against the spectacular backdrop of the Kogmansklouf Mountain. Around this original farm dam, about as long as a rugby field and half as wide,





there's a variety of activities.

A neat footpath – with a bench here and there for contemplation – weaves through trees and well-kept flower beds, leading you all around the dam.

Three spacious wooden platforms on the water's edge are built for anglers; so, bring your fishing rod, as there's an abundance of carp, tilapia, catfish and bass eagerly biting at dough or bread balls and maize kernels. Artificial bait works too, but apparently, chicken livers are irresistible. However, your catch must (after the obligatory smartphone pic) be released back into the dam.

Birdwatchers won't be disappointed either. On the dam wall, among dense

reeds, there's a covered bird hide, from where you can spot kingfishers, hoopoes, and the most colourful finches in dazzling hues – sky blue, butter yellow, and Citrusdal orange – flitting about.

You can swim in the dam or float around on your own inner tube, but for the less adventurous, there are double-seater pedal boats available for hire to explore the dam (R40 for 20 minutes).

**Ask most campers** where they draw the line when it comes to unacceptable standards, and the answer will likely be poor ablution facilities.

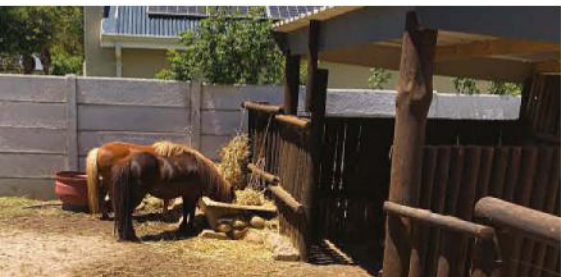
Outside the comfort of your home, a basin, shower and loo are intimate

conveniences that you might share with strangers with a hidden anxiety. Here, that's certainly not the case.

On offer are six modern ablution blocks – three with separate facilities for men and women, and three for shared use. And they're spotless. The resort staff regularly check them to ensure floors remain clean and dry, and the basins, mirrors, showers and toilets are immaculate. The floors and walls are fully tiled, and each shower and toilet door has a sliding lock.

While you can't swing the proverbial cat in a shower cubicle, they're spacious enough for a comfortable wash. There's a shelf for your soap and shampoo, and





## Briefly | Montagu Caravan Park



**Campsite** 78 stands, paved and under shade trees, each with a built-in braai, power outlet and communal taps.

**Ablution facilities** Six modern, clean ablution blocks, three with separate facilities for men and women. The other three are shared.

**Price** R180 pppn (R110 for children under 12) during peak season. Off-season rates are R160 and R100 respectively.

**Contact** 082 920 7863

montagucp@gmail.com

montagucaravanpark.co.za

**Arrival times** 13:00 and 11:00.

**Nearest town** The resort is in Montagu. Road condition Paved road up to 100 m before the camp gate. The paths in the resort are covered with apricot pits.

**GPS** S33.787500 E20.113056

**Drive & Camp says** Your dog, cat or parakeet is welcome to camp with you, provided you check the requirements with the resort staff in advance.

**WHAT TO DO?** Remember your cozzie and fishing rod because at Montagu Caravan Park you'll spend most of your time in the water or next to it.

the small showerhead isn't much of an issue because the water pressure is good. Thanks to individual gas heaters, there's always hot water. The small room next door has a bench for your clothes and toiletry bag, and hooks on the wall for your towel.

In each ablution block, there are dishwashing facilities, albeit without drying racks. Thanks to the gas heater, there's no shortage of hot water. Deep sinks for cleaning potjies are available if you're tasked with this unenviable job after enjoying delicious meal.

Double-volume sinks make handwashing clothes easier, but if you prefer a quicker (and faster) option, you can buy tokens at the office for the industrial washing machine and dryer in the communal laundry room.

In each ablution block, there are clearly marked plastic containers for scraping leftover food. These are donated to the local animal welfare association.





# Call of the *back road*

Instead of the mundane N8 between Kimberley and Bloemfontein, take an intriguing alternative: a gravel back road winding past small settlements, a large dam, and a lonely ghost town.

Words and photos **Cyril Kloppe**





**T**he N8 highway between Kimberley and Bloemfontein might be fast, but do take a detour someday onto the Koffiefontein road through settlements like Oppermansgronde and a steel bridge over the upper reaches of the Kalkfontein Dam. You'll find it far more enjoyable.

Just 55 km south of Kimberley, along the N12 highway, stands an unassuming signpost (S29.20104 E24.53573) inviting you to turn left towards Heuningklouf. Mielie-laden trucks rumble back and forth between Hopetown and Kimberley as we veer off onto this S121 farm road. Half a kilometre later, we cross a railway track, and at the first T-junction, we turn right towards Luckhoff, but after barely a kilometre, the road forks (S29.23265 E24.58661) and we veer left – there is a signpost, but the letters are so faded that you can't make out the names.

We're now on a 16 km blindingly white gravel road, past cattle farms and fields with center-pivot irrigation, until it dead-ends into the S647 farm road. Turn

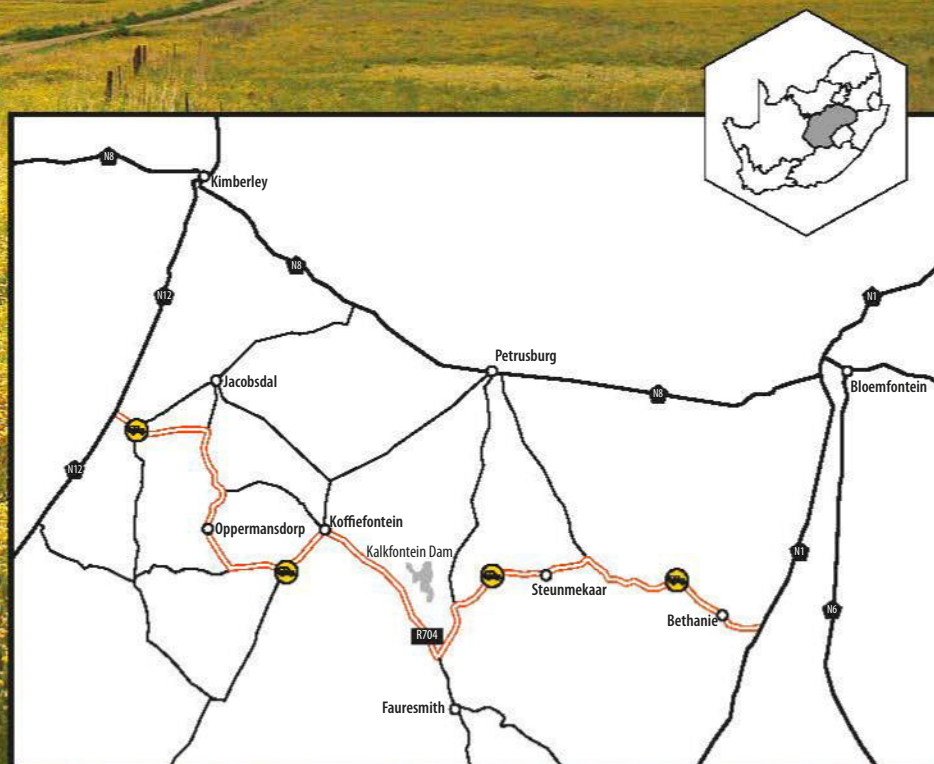
right towards Oppermansdorp, and after 13 km, turn right again, this time onto a tarred road. Its surface is badly worn. We drove with our left wheels on the dirt shoulder and the other two on the tar to avoid at least some of the potholes, but this was a mistake, as something sharp punctured our bakkie's left rear tyre. After the bumpy ordeal, this dreadful road delivers you to Oppermansdorp. Don't worry, the worst is now behind us.

This quaint village, also known as Oppermansgronde (or fields of the Oppermans), is named after Frederik Salomo Opperman – his father was a slave of Indian origin, and his mother was French. Frederik and his family were slaves of a struggling wine farmer in the Graaff-Reinet district (an old man Opperman, hence Frederik's adopted surname). When the old man eventually gave up after one too many failures, Frederik and his four daughters were sold to five different farmers. Frederik's wife, Christina (Lemmetjies), and their son, Petrus, were not sold and were kept by the old man.

Frederik was trained as a blacksmith by his new owner, but he ran away at least three times to search for his family. However, he was caught each time, whipped, and locked up. Eventually, he managed to escape for good and joined the Korannas under the leadership of Titus Afrikaner. Here, he worked as a master weaponsmith.

Frederik bought a farm from the Korannas where Petrus – who also escaped from slavery – joined him. Over time, Frederik amassed a small fortune by going hunting alongside boers in what was then the Transvaal. For example, after one expedition, he sold ivory and hides worth £3 000. After this, he was able to track down his four daughters in the Swellendam district and buy them back, but Lemmetjies had unfortunately passed away by then.

Frederik Salomo Opperman, our own Count of Monte Cristo, died at the ripe old age of 105, and some of his descendants still live in Oppermansdorp to this day. A bust of Frederik can be seen next to the town library.







**Directions?** The route starts 55 km south of Kimberley and ends 60 km south of Bloemfontein.

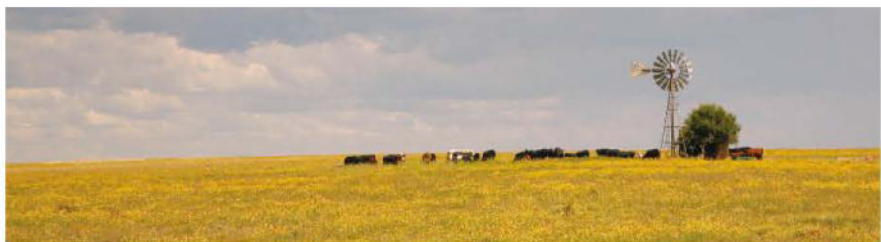
**We leave the town** and turn right onto a twin-track that eventually leads us to the tarred R48 regional road. Here, we turn left towards Koffiefontein where we refuel. There's no consensus on the origin of the town's name, but it's generally accepted that coffee was once traded here. Koffiefontein has two notable attractions: a steam tractor at the entrance of the town dating back to the diamond rush of 1879, and an internment camp with an interesting history on the outskirts of town. The latter was established to detain Italian prisoners of war who fought for Mussolini, but also South Africans who sided with Nazi Germany during World War II. The most famous of these prisoners was the chief general of the Ossewabrandwag and later president, John Vorster.

Now follow the tarred R704 regional road for 40 km to a signpost directing you left towards the Kalkfontein Dam. It's a narrow gravel road that eventually takes us to a steel bridge over the dam. This dam was built in 1938 primarily to supply water to the diamond mines, but also for irrigation for the burgeoning agricultural industry. The steel for the bridge came all the way from Middlesbrough in England, and the bridge itself was designed by the civil engineering firm Dorman Long & Co – the same company that built the Alfred Beit Bridge (1929) at the Beitbridge border post and the beautiful Sydney Harbour Bridge (1932) in Australia. The same Italian POW's from Koffiefontein had to assemble the Kalkfontein Bridge.

Just past the bridge, we turn right onto Steunmekaar Road that takes us through

a delightful landscape with low ridges and green and yellow grasslands as far as the eye can see. In the heart of this grassland lies the hamlet of Steunmekaar.

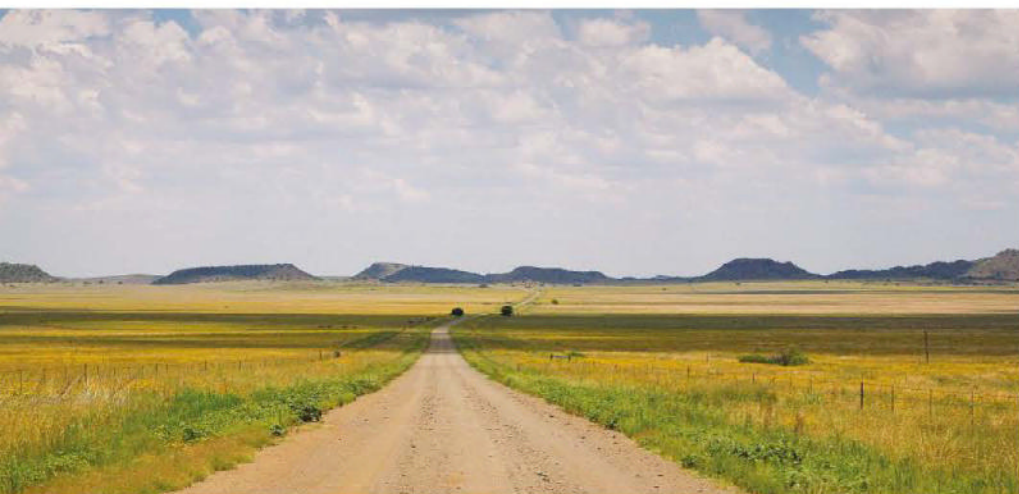
This spot consists of a working police station surrounded by empty dwellings. One is a school with just two classrooms where the sub As to standard twos were once taught by a Mrs Du Toit, and next door, the standard three to fives were taken care of by Mr Du Toit. The Du Toit couple's house is now pinned down by thick tree trunks, but the window panes of the hostel, where about 20 children used to board, are mostly intact, and the corrugated iron roof still looks good. The doors of the Van der Merwe family's post office/shop were more recently closed – our sister magazine *Platteland* reported on this shop in 2017 when it was still trading.







Steunmekaar's old blacksmith is unrecognisable, and the Shell filling station where a railway bus dropped off passengers and mail three times a week has also long been closed. By the way, the police station has one bakkie and two to three staff members who are on duty during office hours. They handle livestock poaching and domestic disputes, and the farming community has the station commander's phone number in case they need help on weekends and after hours.



**We leave Steunmekaar** and follow the gravel road past an abandoned farmhouse with a windmills without blades. Its wing indicates it's an Aermotor, an American brand that has existed since 1888. Then we cross the tarred R706 regional road and continue on the dirt road to the settlement of Bethanie.

Bethanie was established as the very first mission station of the Berlin Missionary Society in what was then the Republic of the Free State. The missionaries' main task was to convert the local Griquas and Tswanas to Christianity and then cater to the spiritual needs of the Boer population. The missionaries initially struggled, and the mission station was named Bethanie (or House of Misery). Over the years, Bethanie was plagued by, among other things, fierce disputes among missionaries, but also the Anglo-Boer War when passing British and Boer troops depleted the station's supplies. Adolf Hitler banned the funding of missionary work during World War II, and after the war, in 1950, the implementation of the Bantu Education Act led to the closure of the mission school. Bethanie's death blow came when its Tswana population was moved to Thaba Nchu in 1965 under the Group Areas Act.

**FLATLAND.** Sandstone cliffs are often the first thing that comes to mind when thinking about the Free State, but to us the big sky and expansive grasslands are even more memorable. Frederik Opperman's bust (insert, opposite page) is proudly displayed outside the library of the town that he founded.



A memorial plaque on the outskirts of the town states that the land was returned to the Tswanas in 1998 and that a housing scheme was launched in 2009. Dozens of RDP houses line the streets, but looking at the place today, one wonders if the town will ever enjoy prosperity. Yet the biblical Bethany is the place where Lazarus was raised from the dead – so there is hope!

All that remains is to drive to the N1 highway where our route ends. What an interesting road! This experience will stay with you in a way the N8 never could. ➡





# Twice bitten, not shy

After purchasing yet another Suzuki, **Deon Boshoff** of St Francis Bay decided it was time to explore more of South Africa.

**D**eon recently sold his Suzuki Jimny and is now towing his self-built mini caravan with a Jimny stablemate, the Ignis. He was in search of an economical vehicle suitable for towing without breaking the bank.

He admits to initially doubting the Ignis's 1,2 l engine and its ability to match the Jimny's capabilities. However, a weekend trip to Addo Elephant Park from St Francis Bay was enough to convince him that the Ignis and the

trailer could handle a longer journey. Even against the wind, the Ignis proved its mettle – Deon believes it surpassed the Jimny on the hills and at the petrol station. He shares his story.

“To avoid the holidaymakers in St Francis Bay over the festive period, my wife Caroline and I sought accommodation elsewhere after Christmas. We booked five nights at the Gecko Creek Lodge in the Cederberg, but before heading to the mountains,

we wanted to stay with our son Luke in Cape Town for two nights.

We made a stopover at The Station campsite in Calitzdorp for the first night after leaving home. We highly recommend the camp, safari tents and rooms. There's also a bar and restaurant, and children of all ages enjoy playing on the old pump tram and its short track.

Braving Cape Town's traffic in late December is no joke, especially when your destination is Harfield Village in





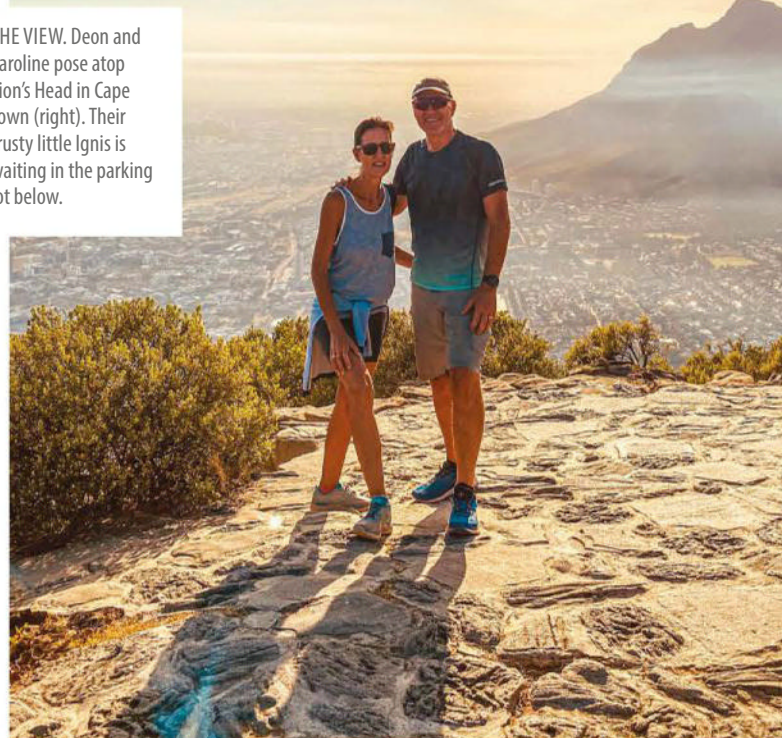
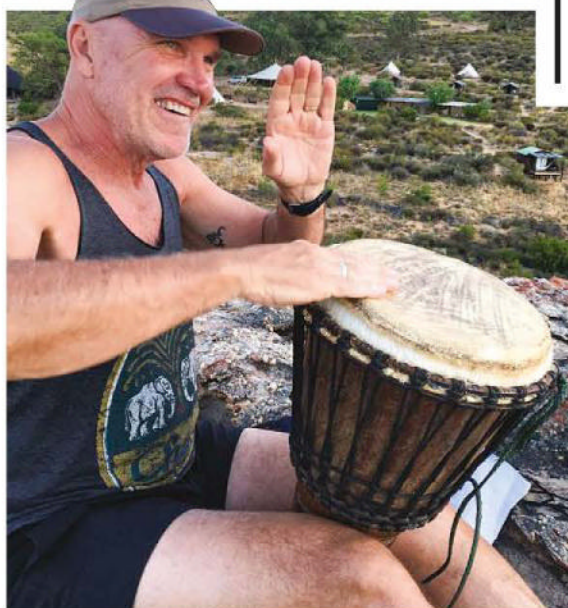


“

We enjoyed two wonderful days with family meals and an early morning hike to Lion's Head, before the crowds got there

”

THE VIEW. Deon and Caroline pose atop Lion's Head in Cape Town (right). Their trusty little Ignis is waiting in the parking lot below.



Claremont. The roads there aren't quite wide enough for the proverbial ox wagon to turn. However, we managed to easily reverse the trailer under a lockable carport. We enjoyed two wonderful days with family meals and an early morning hike to Lion's Head, before the crowds got there.

**The journey to** Gecko Creek Lodge, located between Citrusdal and Clanwilliam, was eerily quiet, and the roads were in excellent condition – at least by Eastern Cape standards.

About 23 km past Citrusdal, we turned towards the Cederberg and Algeria. The road was rough and corrugated for 4,2 km until the Gecko Creek turnoff, followed by another 3,5 km to the lodge.

I should have known better, but a front-wheel-drive vehicle with a small engine on loose gravel and steep inclines is not advisable, especially when towing a trailer. At one particularly steep section, the wheels even spun a bit, but our mantra of 'momentum and grip' seemed to work. Perhaps it was more a matter of prayer.

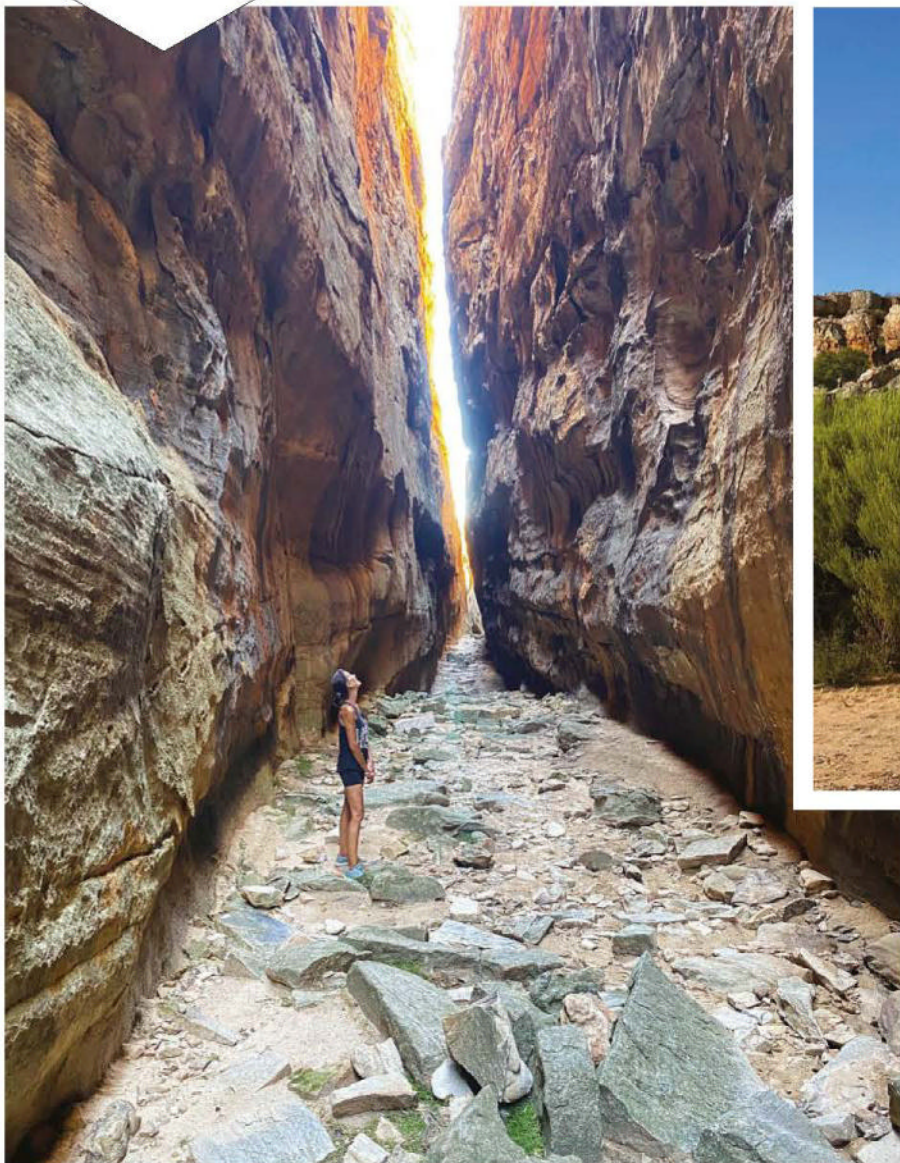
Upon arriving at the lodge, some of the resort staff helped us find the best spot. However, the sandy road proved too much, and we got stuck. A young Brazilian guest came to our rescue by placing the Ignis's front floor mats under the wheels. It worked, and while my ego was slightly bruised, I regained some pride when another vehicle also got stuck.

We spent five glorious nights there. Daytime temperatures soared into the thirties, but we managed to tackle some of the local hiking trails. We also drove to Sanddrift to hike the Wolfberg Cracks route. I'm still uncertain about its difficulty level – opinions ranged from 'you'll have no problem' to 'don't attempt it', but my old knees held up, and it was rewarding to see the spectacular rock formations.

Gecko Creek has a laid-back, informal atmosphere that suits us. I spent most days barefoot, having left behind one of my flip-flops in Cape Town, and of course, we performed our best hippo impersonations in the pool.

I found a spot for my hammock and not only finished two books but also





**TOWING TALES.** Deon built his own caravan (see *Drive & Camp* issue 56) and it was initially towed by his Jimmy. According to Deon the Ignis fared surprisingly well as a towing vehicle, but he can't really recommend it for a trips such as this.

took my afternoon naps seriously. The facilities are simple yet stylish, and everything you need is provided – you just need to bring your own food and drinks. Luckily, bedtime was early, and the campsite was quiet, even on New Year's Eve. Most visitors were foreigners, mainly from the Netherlands and Germany, but they were very friendly and eager to learn more about South Africa.

**Our next destination** was Kagga Kamma Nature Reserve, about 65 km from Gecko Creek as the crow flies. We were to spend one night in the Cave Suites. My sister-in-law from America, Jean Lee, and her daughter, Samantha, joined us. My first concern was whether our towing combination would make it over the first obstacle: the Middelberg Pass on the R303 out of Citrusdal. It's paved until a critical point at the top where two hairpin

bends await – both with loose gravel. Fortunately, we only encountered two vehicles, both in a hairpin bend. Had we needed to stop, someone would have had to tow us over the hill, but the oncoming vehicles stopped far enough away for me to rely on my 'momentum and grip'.

The next challenge was the 38 km dirt road to Kagga Kamma and the tricky Katbakkies Pass. We took it at a snail's pace to avoid any damage to the Ignis or trailer – a journey that ultimately took two hours. At one point, the road was so steep all I could see was the blue sky over the hood. After the painfully slow drive over the corrugated road, it was a thrill to hop on a quad bike and ride as if participating in the Dakar Rally.

We saw a few bontebok, springbok and zebra, but not much else. Our 'wildlife experience' was a mouse nibbling on the complimentary biscuit on my pillow. I

chased it into the bathroom and shut the door so it wouldn't bother me at night. The next morning, there was no sign of the mouse, and I assumed it had escaped under the door... until I lifted the toilet seat and had a scene from the movie *Flushed* play before my mind's eye. How the little fellow got up there and under the lid is anyone's guess.

**After breakfast**, we planned to find a place to stay overnight on the road. Seeing campers heading home with caravans, I mistakenly assumed campgrounds were back to 'normal' and there was no need to book in advance. But I was wrong.

Fortunately, we managed to spend the last night in our caravan... on the lawn in front of my son Daniel's house in Keurboom River. (Daniel is Luke's twin brother.) We filled up at Storms River at the same place we stopped when we began our journey. By my calculations, the Ignis's fuel consumption was 6,06 l/100 km.

We realised the Jimmy was just as uncomfortable on bad roads but twice as thirsty. I'll miss its off-road capabilities,





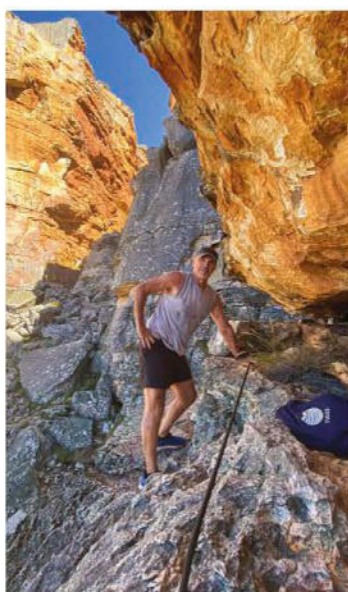
but I can still visit the West Coast, Richtersveld and Kgalagadi.

How did the Ignis and the small caravan fare? Both scored a perfect 10. The Ignis ran smoothly without a hitch, with no damage, scratches or flat tyres, and consumption was at 100-110 km/h on tar. The caravan followed obediently, even in strong winds, a few bumps in the tar road, the corrugated road and dust. So, there were no issues, but we took it easy. The only 'damage' was a door hinge on the caravan that bent from all the shaking, but it remained dust-tight.

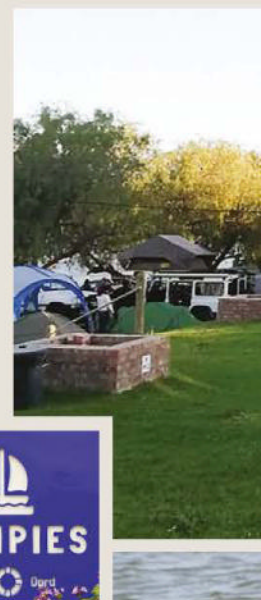
Would we do it again with this towing combination? Probably not. Would we recommend it to others? Probably not. Did they manage, though? A definite yes!

We pushed the small vehicle and equally small caravan to their limits, and both exceeded my expectations. Now that we know they're capable, those notorious and bumpy roads won't hold us back.

Kgalagadi, here we come!







# Dam(n) lovely

You've toiled all week, it's time to set up camp at the Stompdrift Dam.



## STOMPIES RESORT ANGLER'S HAVEN

Stompies Resort is located next to the Stompdrift Dam, the largest dam in the

Little Karoo with a 25 km shoreline. The dam on the Olifants River was completed in 1965, with the wall standing a mighty 37 m high and 400 m long. Its water is primarily used for irrigation purposes. Resort manager, Dolly du Plessis tells us the dam and its facilities for campers

Recipe and styling: Johanne Nelsson Photo: Ed O'Riley



FISH DISH

### TUNA WITH A SESAME CRUST

#### Buy-and-fry

Fresh tuna steak is a delicacy and requires little cooking. If you have a portion or two in the freezer, this recipe is a delicious and versatile way to enjoy it. Thaw it slowly in the fridge and press it dry.

#### Ingredients

(serves 4 as a snack)

- 2 tablespoons sesame seeds
- 1 teaspoon sea salt flakes (we use Maldon)
- ½ teaspoon freshly ground black pepper
- ½ teaspoon brown sugar
- a pinch of dry Italian herbs (optional)
- 400 g tuna steak – fresh or thawed from frozen
- 2 tablespoons olive or sesame oil

#### Here's how

**1 Mix** together the sesame seeds, salt, black pepper, brown sugar, and herbs together. (I'm a fan of salt; you can use a tad less if you prefer.)

**2 Cut** the tuna steak into smaller fingers, about 2,5 cm thick. I find it easier to work

with smaller fingers or cubes – it gives a greater surface area of crispy crust.

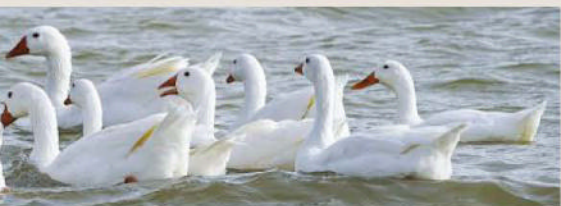
**3 Rub** the tuna all over with half of the oil and then press it into the sesame mix until the fish is fully coated.

**4 Heat** the remaining oil and fry the sesame-coated tuna fingers for 1 minute on each side – fry all four sides. The idea is to get a nice golden brown all around with a pink interior, just like a good steak. Use your best heavy-bottomed pan and control the heat as needed.

**5 Allow** the fried tuna to rest for a minute on the cutting board. Slice the fish with a sharp knife into thin slices and serve the bites with cucumber slices and your favourite Eastern dipping sauce.

**Drive & Camp says** These tuna slices are also delicious in a fresh salad with tomato, cucumber, boiled egg and olives. My favourite way to serve it is with sriracha mayonnaise, pickles and coleslaw in tacos.





## Briefly | Stompies Resort



**Fish** Carp and catfish

**Campsite** Twenty-one stands at a dam – on a lawn with three terraces.

**Ablution facilities** Male and female bathrooms with showers, toilets, basins, and a dishwashing area.

**Price** R300 pn per stand (out of season) and R390 in season. Pensioners get a discount during quiet periods. Day visitors pay R55 pp and R65 per vehicle, while a motorboat costs you R120 pd. Life jackets are available for rent at R10 pd.

**Arrival and departure** 14:00 and 10:00 when busy, but check ahead if you're able to arrive earlier.

**Contact** 082 978 1763

stompiesoord@gmail.com

**Nearest town** De Rust, 8 km.

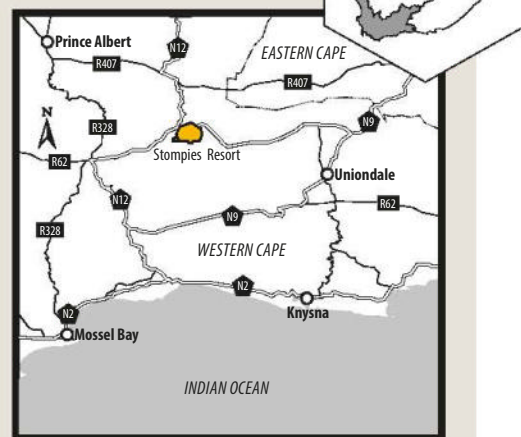
**Road condition** Tar to the resort.

**GPS** S33.509025 E22.590755

**Drive & Camp says** There's good cellphone reception in parts of the resort.

and day visitors are managed by the Stompdrift-Kammanassie Water Users Association on behalf of the Department of Water and Sanitation. Dolly also oversees the bookings.

The main attraction here, of course, is the water, where you can fish, ski and swim. Anglers primarily seek carp



and catfish, and we hear that sweet dough with honey mielies is the bait combination that works well here.

If you're camping with an angler but don't necessarily share that passion, there's a wide variety of bird species to spot with your binoculars.

The campsite is located at the dam's northern tip, about 400 m from the water. It comprises three grass-covered terraces with 21 stands, seven for tents and 14 for caravans. Each stand has electricity, water, and a fire pit, but you must bring your own grid.

The front terrace stands offer shade in the afternoon, and the middle terrace gets morning shade. The male and female bathrooms are fully equipped, and there are dishwashing facilities available.

Stompies Resort is pet friendly, if dogs are controlled and on a leash at all times. Naturally, you must also clean up after your four-legged friends. A strict policy ensures that no one may hear your music.

## A loud lure

The so-called crankbait mimics typical small baitfish. One example is the Kamatsu Reaper, a lure from Adrenalin.

This lure has two solid loose steel balls inside that emit a sound as it moves through the water (similar lures usually use smaller balls). This one therefore produces a deeper sound. What's more, it allows you to cast the lure accurately and far.

Secondly, the eyes where the two hooks and the line come together are actually part of the same wire. This is also unusual; with most lures



## FISHING GEAR

aimed at black bass, the line's eye is not connected to the hooks. So, it's as strong as it gets, and even a tigerfish would give up.

Depending on how quickly you reel in and the line thickness, the lure dives around 3-5 m deep. It weighs 23 g and is 7 cm long without the lip.

**Price** From R130 (available in five colours).

**Contact** Available in fishing shops nationwide – also in Namibia.

catches@4adrenalin.co.za

adrenalinfishing.co.za





# That little bit extra

Bakkies with longer cabs are perfect for couples seeking more interior space. Ford provides a fine example.

Words and photos **Cyril Klopper**

## FORD RANGER WILDTRAK SUPER CAB



**T**hese kinds of bakkies go by many names: Toyota dubs theirs an Xtra Cab, Isuzu has the Extended Cab, Nissan has a King Cab and Ford's version is called the Super Cab.

Naturally, there are perks to a stretched single-cab bakkie. Not only do you get secure indoor space for valuables like camera gear – a double cab also offers this – but there are tax advantages as well, similar to a standard single-cab bakkie.

Under the value-added tax law, a double-cab bakkie is considered a “passenger car” and is therefore not tax-deductible. In contrast, the same law views a vehicle of which the rear interior is primarily designed for cargo transport as a “delivery vehicle”, which is indeed tax deductible. So, you can register a posh Ford Ranger Wildtrak Super Cab under your business name as a ‘mere’ delivery vehicle and claim back a portion of the tax on it, even if you also intend to use it as an overland rig. But financial wizardry aside, let's first examine its features before we take it for a spin.

### Features

There's no denying that the new Ford Rangers, particularly the Wildtrak, are well



appointed. The seats are comfortable – adjustable in eight directions – and the ergonomics regarding how far you must reach for a button is well considered.

The space behind the seats is ample enough for a sizeable fridge/freezer and a camera bag, or your bedding if you don't want it to get dusty in the load bed. There are two storage compartments in the floor of the interior cargo area. One is empty and large enough to stash important documents and two bottles of wine. The other compartment holds a jack, its crank and a triangle.

We had to fix a flat tyre, but the crank (which you have to assemble) didn't fit into the winch which lowers the spare wheel. We consulted the owner's manual, and according to the diagrams, it appears a part was missing. Do make a mental note to have the salesperson demonstrate that the crank works before you leave the showroom.

Our Wildtrak test vehicle had a rolling shutter over the load bed. It is supposedly strong enough for an adult to stand on, but we decided not to test the claim. (*Of course, it depends on the weight of the adult – Ed*) The load bed's rolling shutter and tailgate are fairly dust-resistant, but not entirely dustproof – they could, however, keep out



## SPECIFICATIONS

|                                |                                     |
|--------------------------------|-------------------------------------|
| <b>Model tested</b>            | Wildtrak 2.0 bit Super Cab 4x4      |
| <b>Engine</b>                  | 1 996 cc, twin-turbo diesel         |
| <b>Power</b>                   | 154 kw @ 3 750 rpm                  |
| <b>Torque</b>                  | 500 Nm @ 1 750 rpm                  |
| <b>Tank</b>                    | 80 ℓ                                |
| <b>Fuel Consumption</b>        | 7,5 ℓ/100 km (tested)               |
| <b>Standard tyres</b>          | 255/65R18                           |
| <b>Length</b>                  | 5 350 mm                            |
| <b>GVM</b>                     | 3 280 kg                            |
| <b>Permissible load weight</b> | 995 kg                              |
| <b>Towing capacity</b>         | 3 500 kg braked and 750 kg unbraked |
| <b>Ground Clearance</b>        | 237 mm                              |
| <b>Wading depth</b>            | 800 mm                              |
| <b>Safety rating</b>           | ★★★★★ (NCAP 2022)                   |
| <b>Warranty</b>                | Four years/120 000 km (extendable)  |
| <b>Service plan</b>            | Eight years/165 000 km (optional)   |
| <b>PRICE</b>                   | R788 300                            |

rain. Inside the load bed, there's a 12 V and 230 V power outlet, as well as lights so you can find your camping gear at night.

### How does it drive?

Nowadays, all luxury bakkies drive like sedans in terms of comfort and handling, and the Wildtrak Super Cab is no exception. We racked up almost 3 000 km in the week we drove the bakkie, and we never tired of driving it or worried that it would fail us.

We did a fair bit of off-roading, and the Wildtrak Super Cab's four-wheel drive system was up for everything until its side steps and rear load bed got hung up. It's a common issue for all bakkies.

The Wildtrak Super Cab boasts an abundance of safety systems, earning it a five out of five NCAP rating. One such system is lane-keeping assist, which alerts you if you're too close to the lane markings and intervenes if the computer thinks you're driving sloppily. We were, however, annoyed by the alarm that scolded us – and even tried to adjust the steering – when



we swerved to avoid potholes.

The Wildtrak also has a camera in the upper windshield that reads speed signs next to the road and warns you if you're driving too fast. Our test vehicle cautioned us not to exceed 30 km/h on gravel roads – sometimes 20 km/h. Where it got these speed limits from is anyone's guess, as the farm roads we drove on had no such speed signs.

When those same farm roads were overgrown with weeds, the proximity sensors that warn you of hazards nearly went berserk, and we often had to turn them off. In fact, every time we got into the bakkie, we switched off as many of the safety features as we could, precisely because they were so intrusive, which defeats the purpose of having them in the first place...

### Conclusion

It's a good vehicle, but there are a few snags. The nagging alarms can be switched off, yes, and the hokey spare wheel crank is a minor issue. Overall, we are impressed with the Wildtrak Super Cab. You and your travel partner won't go wrong considering one. 🌟



**FROM THE COMPETITORS**  
Super cab 4x4 bakkies



**R758 800** Isuzu D-Max 3.0 Ddi 4x4 Extended Cab

It's not as lively as the Ford Ranger, but its engine is almost bullet-proof.



**R781 200** Toyota 2.8 GD6 4x4 Legend Xtra Cab

The 2.8 DG6 is Toyota's reliable workhorse, and you can get a Hilux serviced in almost every town.



# Roughing it in style



INFANTA ENKULU 3

Infanta's Enkulu 3 is tough and luxurious, boasting an array of clever features.

Words and photos **Leon Botha**

**T**he Enkulu 3 is Infanta's flagship model, designed for couples or a family of four.

With the prototype we tested, you can relax in utmost comfort for days on end, far from everything and everyone, pampered with amenities like a hot shower in the off-road caravan, an outdoor kitchen any camper would love, and ample storage space.

The dining area that converts into a double bed deserves special mention, as it's a feature you'd want in any caravan.



## First things first

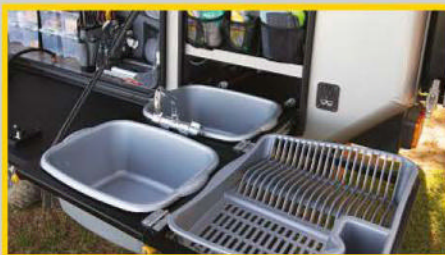
The Enkulu 3 has four drop-down corner steadies, but to make the off-road caravan fully camp-ready, you'll need to lift the roof and pull out the main bed.

The roof is raised by four actuators, so there are no

external clips to fasten to keep it in place while towing. The main bed, which pulls out like a drawer from the right panel, is held in place during travel by two upright container locks. It slides out effortlessly to a certain point, after which

you need to lift it slightly for a support foot to drop into place, preventing it from sliding back into the body. Remember to unhook this foot before pushing the bed back in after your camping trip, or it won't go anywhere.





three is above the wheel in the middle and also serves as your worktop (155 x 55 cm) when you open the cupboard door. On the left of the top is a two-burner gas stove, and the space behind it has plenty of room for all your groceries in plastic containers – there's even a rack for all the spice bottles. The cupboard has separate storage for all the plates and cutlery, even space for a pan. The power point (with USB sockets) is inside on the right.

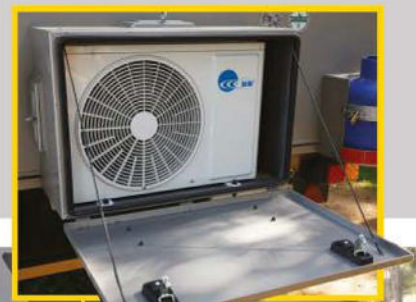
The first cupboard could, for instance, store your dishcloths or tablecloths. We used the bottom shelf (51 x 55 cm) as a surface area for serving drinks, as the door also folds down as an additional worktop. The bottom shelf is removable, giving access to a hidden cupboard where you can store months' worth of canned food.

The third cupboard near the back also has two shelves, but the top one is narrower. A frame that holds two loose plastic basins and a drying rack pulls out from the bottom of this cupboard. In the middle of the shelf is a tap with a swivel head.



### Full kitchen

As you might expect with an off-road caravan of this size, you essentially have a full outdoor kitchen. The sliding frame with the fridge/freezer pulls out to the left of the door, and the rest of the kitchen is behind three doors on the right. The largest of these



### More features outside

The cupboard at the back of the off-road caravan – reminiscent of a toolbox – houses the air-conditioner's outdoor unit. To the left of this is a jerry can holder, and to the right, the gas cylinder.

There are two cupboards on the right side of the Enkulu: the geyser is in the one that opens under the bed, and the cupboard closer to the front is spacious enough to fit even bulky camping chairs when folded.

The Enkulu 3 doesn't have a nose cone, but canvas bags are threaded against the hull for items like an extension cord or folding grid. The spare wheel sits on the A-frame. The top third of the nose is a door that opens upwards. It's an open section with mesh, adding even more space inside the off-road caravan by the dining area.







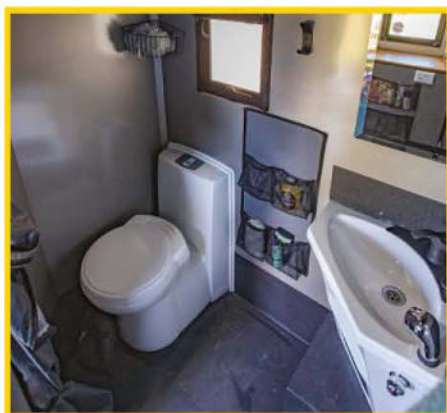
### Take a seat or a nap

When equipment serves a dual purpose, you usually end up with something that isn't ideal for either function. But that's not the case for the dining area in the nose of the Enkulu that converts into a double bed.

There's enough room for four

adults around the table – two on a bench each against the side panels – and the table is steady, without any of those ironing-board legs you see so often. The table is metal and hinged against the body. To flatten it, you release two clips at the edge.

Flattened, it remains just as sturdy and still attached to the body – we haven't seen a better example. Now take the backrest cushions from both sides and place them on the table, and all that's left is the bedding. The bed measures 2 x 1,08 m.



### Interior amenities

Looking back from the dining area, the bathroom is first on the left, with the foot end of the main bed across from it, also on the left. The bathroom is actually a wet room, meaning there's no separation between the shower, toilet and basin. This results in a more spacious room. The showerhead is 2,03 m from

the floor, and the door (made of canvas) is 75 cm wide.

On the main bed, half of you is practically "outside" the off-road caravan. The bed is 2 x 1,5 m, just shy of queen size, with a reading light on each side.

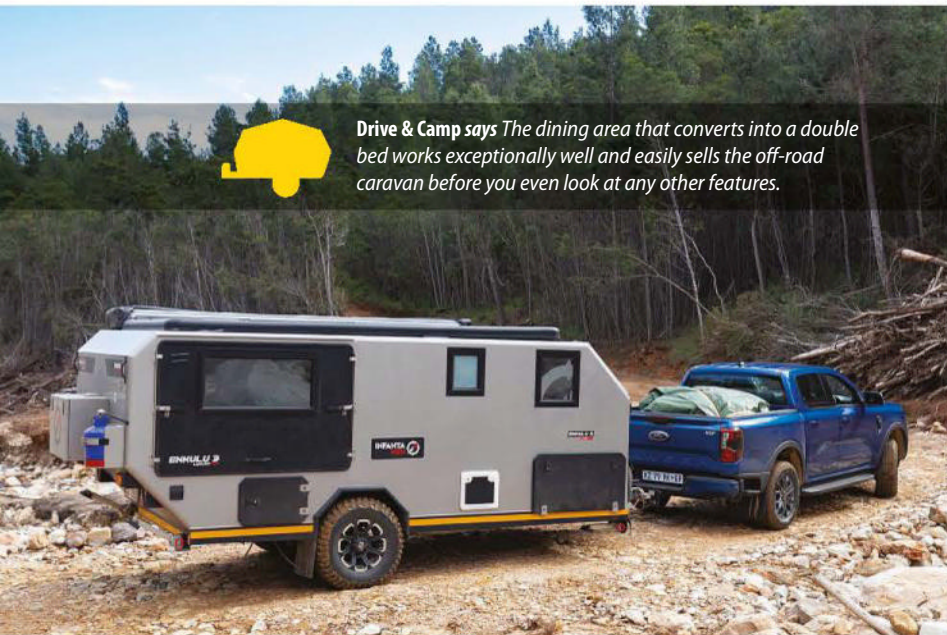
The control panel for the lights, battery system, water tank and solar panels is to the

left of the bed, and the air-conditioner's indoor unit is on the back panel. The majority of the right panel – the back of the outdoor kitchen – has various shelves with canvas doors and a cupboard for hangers.

A lower door gives you access to some of the shelves in the kitchen.







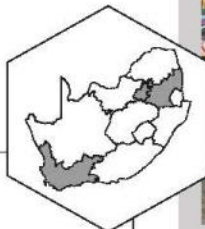
**Drive & Camp says** The dining area that converts into a double bed works exceptionally well and easily sells the off-road caravan before you even look at any other features.

### Standards and extras

The following are standard: the dining area/double bed; electric roof; built-in water tank of 110 l; sink area with two basins and a drying rack; wiring for battery charging while towing; 12 V water pump; 14 l Hansen high-pressure geyser (220 V or gas); and a Cadac two-burner gas stove.

There are a total of 40 optional extras, including the sink, shower and Thetford electric flush cassette toilet (R28 175); 220 V power system with four plugs and circuit breakers, an 8 m extension cord, 10 LEDs with

two USB sockets, a 12 V Victron system with a DC-to-DC charger, a solar panel regulator, and a 12 V external water pump (R22 759); a 105 Ah deep-cycle (R3 234) or 108 Ah lithium-ion battery (R9 775); 220 V air-conditioner (R17 135); 19 l microwave (R3 910); 90 l National Luna fridge/freezer (R17 825); 5 kg gas cylinder including its fitting and gas pipes to the stove and geyser (R2 243); Howling Moon 360° awning (R25 300); and a stainless steel braai (R5 693).



### SPECIFICATIONS

|                           |                    |
|---------------------------|--------------------|
| <b>Manufacturer</b> ..... | Infanta 4x4        |
| <b>Model</b> .....        | Enkulu 3           |
| <b>Sleeps</b> .....       | Four               |
| <b>Size</b> .....         | 6,1 x 2,3 x 2,36 m |
| <b>Tare weight</b> .....  | 1 100 kg           |
| <b>Payload</b> .....      | 800 kg             |
| <b>GVM</b> .....          | 1 900 kg           |
| <b>Axle</b> .....         | 2,5 t              |
| <b>Wheel size</b> .....   | 16"                |
| <b>Chassis</b> .....      | Galvanised         |
| <b>Hull</b> .....         | Aluminium          |
| <b>Price</b> .....        | R558 900           |

### DEALER NETWORK

Headquarters in Buffeljagsrivier and six dealers nationwide.

**Contact** 028 512 3663 • info@infanta4x4.co.za • infanta4x4.co.za



**R558 900**

**Infanta Enkulu 3**

**GVM 1 900 kg**

Drive & Camp loaned the Enkulu 3 from the manufacturer.

### From the competitors

Off-road caravans with an indoor bathroom



**R580 000**

**Summit Kilimanjaro**

**GVM 1 800 kg**

Sleeps two, with an aluminium hull.



**R530 000**

**Adventure Xtreme Samurai**

**GVM 1 600 kg**

Sleeps two, with an aluminium hull.



**R575 000**

**Stealth Overlander 634**

**GVM 1 800 kg**

Sleeps four, with an insulated fibreglass hull.





# Your provisions and border crossings

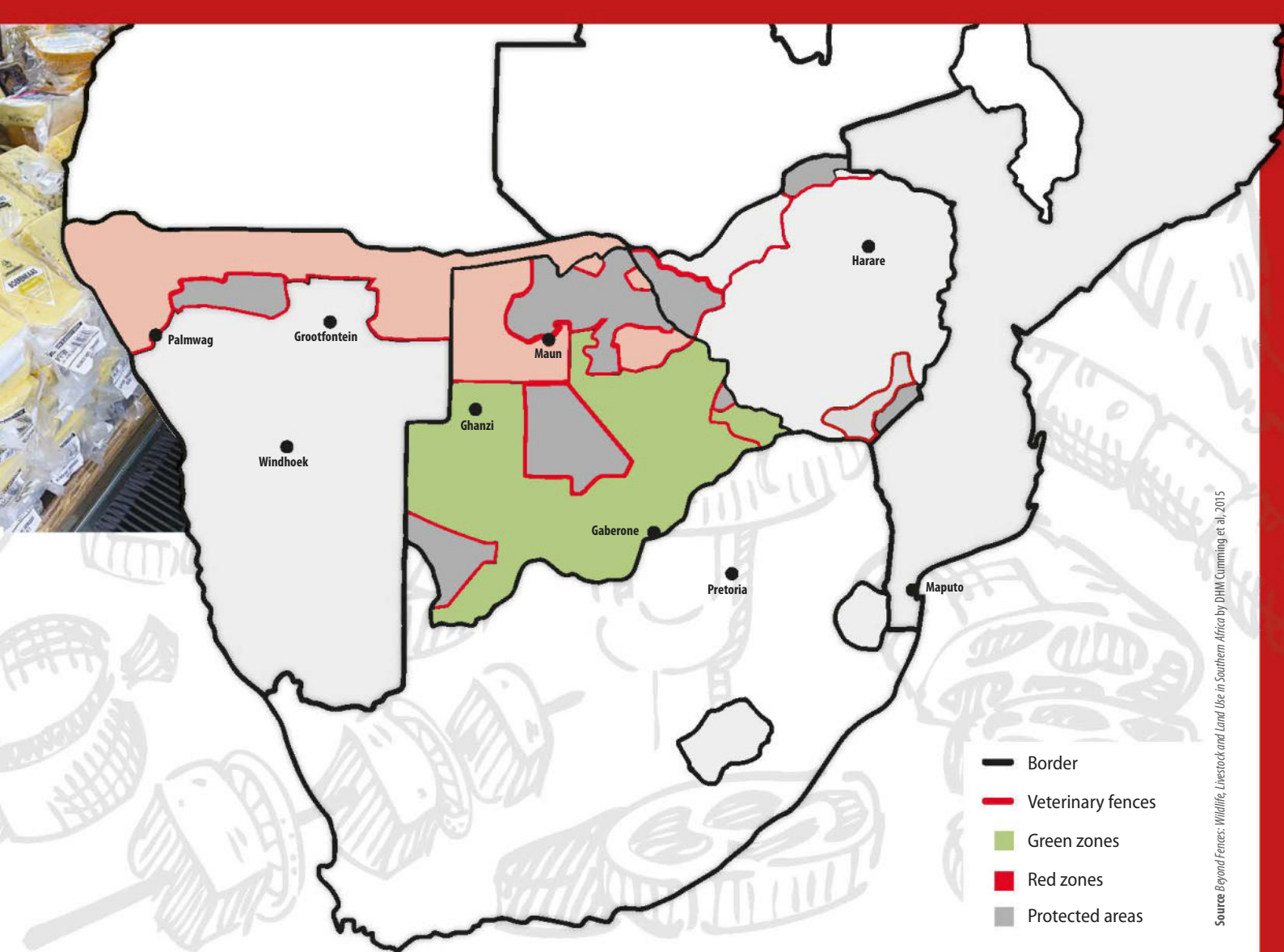


You're aiming for one of our neighbouring countries and you want to take your own food – this is, after all, why you bought a fridge/freezer. But what do their laws say about bringing in meat, fruit and vegetables?

Words and photos by **Cyril Kloppe**







Source: Beyond Fences: Wildlife, Livestock and Land Use in Southern Africa by DHM Cumming et al, 2015

**D**ue to foot-and-mouth disease, pathogenic bird flu and various plant diseases, there are currently restrictions on exporting various South African food types to all our neighbouring countries. South Africa is currently grappling with two types of bird flu: the H5N1 virus, which has been causing trouble for decades, and the H7N6 virus, which has emerged more recently. Foot-and-mouth disease is caused by the *Picornaviridae* virus, and as for plant diseases, there are too many to list here.

Our neighbouring countries accuse the South African government of lackluster efforts in combating these diseases, resulting in a dramatic decrease in South African exports. News24 reports that Botswana imported

vegetables worth more than R861 million in 2022, but due to the ban, that figure fell to less than R247 million in 2023. For South Africans, this represents a loss of almost R615 million in vegetable sales, to only one country...

But how does the export ban affect you and me? On Facebook, there are useful groups like DriveNam, DriveBots, DriveZim, and DriveMoz where you can find out all sorts of information about the current conditions in the respective countries. Unfortunately, these groups often host misinformation and misunderstandings, as they are public forums where anyone can express an opinion. We combed through the above groups for basic information regarding the types of food you may take across the border and

then consulted three experts to further refine this information.

### Namibia

According to News24 and social media groups like DriveNam, it is currently prohibited to take raw lamb and mutton, chicken and eggs, pork, beef, and game meat – whether vacuum-packed or not – across the border. The ban also applies to raw boerewors, meatballs, minced meat, burger patties, kebabs or any other form of raw meat. Additionally, cheese, fresh milk, biltong and droëwors are also banned.

You are allowed to take processed animal products such as canned condensed milk, polony, Bovril, bully beef and liver pâté across the border. The maximum allowable weight of processed meat products is 10 kg. Note that the enforcement

of these regulations is not always consistent, and customs officials may sometimes confiscate products like salami and cabanossi, which isn't banned.

Most types of grain, fruit and vegetables are also prohibited. For example, you cannot take raw tomatoes, apples, flour, and wheat across the Namibian border. There are a few exceptions, such as potatoes, mealies, pumpkins and watermelon, but on DriveNam, it is reported that even these products are sometimes confiscated.

**Ryno Mostert** frequently does business in Namibia and also hunts there at least twice a year. Ryno, therefore, has considerable experience with the SA/Nam border crossing procedures.



“The information above is correct, but I want to add that customs had no problem with the raw snoek in my fridge/freezer during my most recent visit.

*I would be foolish to take meat from South Africa to Namibia anyway since they often have better meat than us. Their biltong in particular is great – it's even better than my own biltong that I dry here in the Cape.*

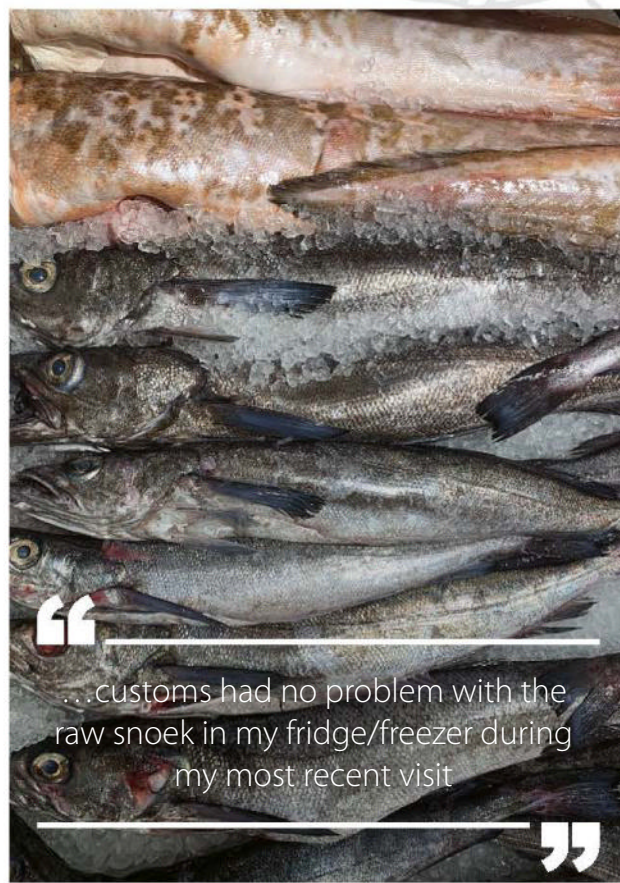
*I am allowed to bring up to 500 kg of game meat back to South Africa provided I have obtained a meat import permit from the Department of Agriculture in Pretoria. I must also have a Namibian hunting license, hunting permit, firearm license, import and export permit for my hunting rifle, and approval from the Namibian Meat Board. If you buy game meat in Namibia to braai in South Africa, you may bring in a maximum of 30 kg without the above permits.*”

We'd like to add that you may not transport meat that you acquired north of Namibia's veterinary fence (the so-called red line) southwards past the fence. The red line runs from Torra Bay over Palmwag, north of Grootfontein over Murutani to Tsumkwe. You may, however, transport meat from the south northwards.

### Botswana

Botswana has even more complex regulations than Namibia: There are not only restrictions at the border post, but there are also several veterinary zones, each with their own veterinary boundaries within the country itself – more on this later.

According to DriveBots, it is currently prohibited to take raw meat across the border between South Africa and Botswana. The same regulations as in Namibia apply in Botswana: no raw lamb and mutton, chicken and eggs, pork, beef and game meat regardless of whether it



“...customs had no problem with the raw snoek in my fridge/freezer during my most recent visit”

is vacuum-packed or not. This also applies to raw sausage, meatballs, kebabs, minced meat or any other form of raw meat. The importation of dairy products, grains, fruits and vegetables is also prohibited.

You may, however, take processed foods such as canned condensed milk, polony, Bovril, bully beef, and liver pâté. Customs in Botswana are particularly strict – stricter than in Namibia – and if a food type, in their opinion, violates the rules, unfortunately, you will have to accept it if you want access to that country. Don't worry, Botswana has plenty of supermarkets where you can purchase provisions.

**Juan Badenhorst** is a craft butcher, product manager and co-owner of Delta Meat Deli in Maun. Juan planted the seed for this article, and he's a treasure trove of information regarding Botswana's strict meat laws.

“Botswana is divided into zones: green, red and protected areas, and they are all enclosed by veterinary cordon fences. Red zones are currently infected with foot-and-mouth disease, green zones are free from the virus, and the protected areas include wildlife reserves.

You may take raw meat that you bought in Botswana from green zones to red zones, but when you leave a red zone and enter a green zone or protected area, you may not have any meat from cloven-hoofed animals with you, whether it's sausage, steak or minced meat.

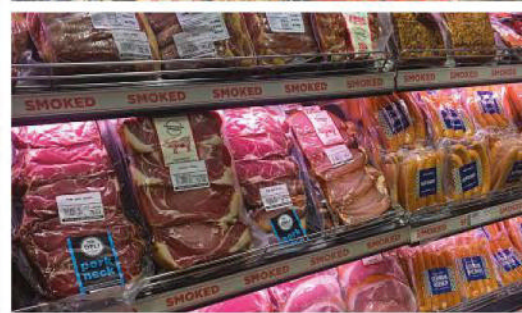
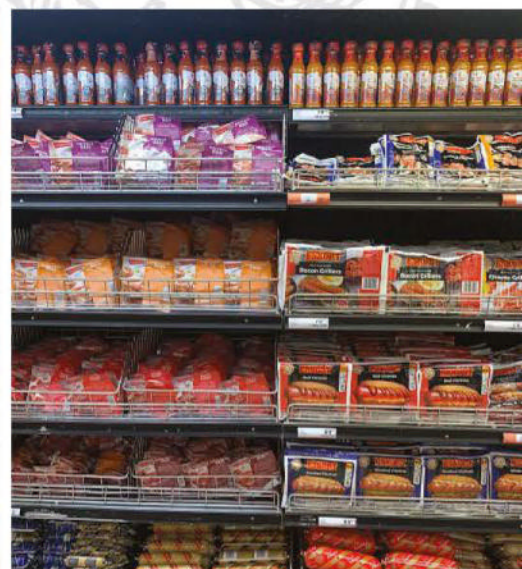
There are veterinary checkpoints at the entry and exit points to the red zones. At these control points, you will be asked to dip your shoes in a disinfectant tray, your car will either be sprayed or you will be asked to drive through a dip. Your car will be checked, and they will search your fridge/freezer.

Botswana is mainly a green

zone, which means the country is mostly free from foot-and-mouth disease, with the exception of Ngamiland and the Northwest district, which are red zones. You drive through these red zones on the way to the Okavango Delta.

When you come from Serowe, Letlhakane or Rakops to Maun, you will go through the Makalamabedi control point. If you come from Namibia to Maun, there is a control point near Kuke. When you go to Shakawe, there is another control point, but it is mostly used only when there is an outbreak of foot-and-mouth disease. These are the main control points when you travel.

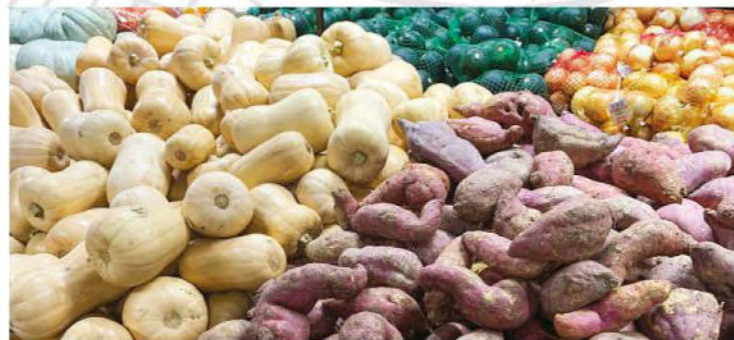
When you travel from Maun on the tar road to the Chobe or Kasane regions, restrictions regarding the meat of cloven-hoofed animals still apply. However, if you travel to Kasane through Moremi, Savute or Chobe, you may bring in any meat products. On this trip, there is a fence and gate that you must







**OPEN UP.** You will sometimes encounter temporary checkpoints, such as the one pictured above, where officials will rummage through your fridge/freezer and ice boxes to see what kind of provisions you are transporting. It's best to obey them.



cross to get to Moremi, known as the buffalo fence. Please note that you will not be checked at the buffalo fence gate. The purpose of the buffalo fence is to separate domestic animals from the wild animals to control diseases.

You can see several quarantine camps along the road. Live cattle from red zones are sometimes observed here for a period of 30 days to ensure they are disease-free. Once the cattle are declared 'clean', they are slaughtered, and the meat is sometimes sold locally, but mostly exported.

Delta Meat Deli is a family business that has been supplying meat products to camps and lodges for more than 20 years. Our deli not only delivers fine cuts of meat to holidaymakers on their way to the Okavango Delta but also pre-made meals, delicacies and processed meat products. The parking in front of the shop is spacious enough for towing combinations, and if you discuss your planned route with us, we

can tell you exactly what kind of provisions you may take where. Send an email to [deltadel@deli@yahoo.com](mailto:deltadel@deli@yahoo.com) or visit our website at [deltameatdeli.com](http://deltameatdeli.com) ”

### Zimbabwe and Mozambique

Zimbabwe is still recovering from former President Mugabe's controversial 29-year reign. Although the new political regime has announced an official ban on the transport of red meat (the meat of cloven-hoofed animals), vegetables and fruit from South Africa to Zimbabwe, the regulation is apparently not applied at the border posts. South Africans visiting Zimbabwe report in the DriveZim group that customs officials allow the importation of provisions – including red meat – provided it is for personal use. They do object, however, if you bring in large quantities of food with the intention of selling it.

Mozambique is stricter than Zimbabwe, but they officially

only prohibit red meat. You may bring in chicken, eggs, fish, milk, cheese and processed meats such as bacon provided it is for personal use.

**Bertie and Lynne Stander** are the owners of the Machubo beach resort about 100 km north of Maputo. They regularly cross the border to purchase building materials and provision in Mbombela (Nelspruit).

“Red meat is freely available in Mozambique, but the cuts are not always good, the quality is often poor, and it's often more expensive than in South Africa. We support the Kaapmuiden butchery in Mpumalanga because their quality is good and follows EU standards. Everything is vacuum-packed, and anyone who buy meat from them go through the border without any problems. We – and our guests – have always brought meat in without any issues. So far, we have not heard of anyone whose meat was

confiscated at the border. We don't understand why you would want to bring chicken and fish to Mozambique, as those are cheap and plentiful here. Please visit our Facebook page [facebook.com/MachuboBeachResortMozambique](https://www.facebook.com/MachuboBeachResortMozambique) to find out about the current situation in Mozambique. ”

We certainly haven't forgotten about Eswatini and Lesotho. These two countries have the same attitude as Zimbabwe: their official policy is a ban on red meat, vegetables and fruit from South Africa, but the border posts do not consistently enforce it. In short: all SADC countries have an official ban on South African red meat, vegetables and fruit until the diseases are under control. Some border posts may allow you to take chops and boerewors through, but don't be upset if a customs official decides today is the day they will strictly apply the law. ”



# If the shoe fits...

Resorts and campgrounds are great spots to kick off your shoes and sink your toes into the sand. Yet, sometimes it's best to protect your feet – here are 18 savvy suggestions.

Words **Cyril Kloppe** Main photo **Will Truettner**, **Unsplash**

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#### BARESTEP KIDS WATER SHOES **Wet behind the toes**

Barestep's footwear is crafted to mimic the natural shape and function of a human foot. Unlike traditional shoes, these won't restrict your child's movement or posture. Their feet will flex more naturally, and the

sole protects tiny toes while preventing slips on wet rocks. Available in grey (as shown), blue or pink.

**Price R900 at Barestep**



#### BIRKENSTOCK BOSTON CLOGS

##### **Fashion forward**

This German shoe manufacturer uses soft suede for the upper part and the insole is made of cork lined with suede. The outsole is made of EVA, a durable rubber-like

material. These clogs make a statement about your fashion sense – and perhaps your bank balance! – and you're sure to receive compliments around the campsite.

**Price R4 000 at Birkenstock**

#### CATERPILLAR PROPANE BOOTS

##### **Surefooted adventurer**

Originally designed as a safety boot for factory workers, these can be bought for R1 500 less without the steel toe cap. Why camp with boots? Because they're surprisingly comfortable and offer protection when off-roading or handling heavy camping gear.

**Price R2 300 at Outdoor Warehouse**



#### CROCS DYLAN CLOGS

##### **How crocs croon**

These clogs have a leather-like texture and, according to the manufacturer, simulate full-grain mule hide... oddly descriptive. Made from a single piece of

rubber, they're built to last for donkey's years. If you've ever worn Crocs, you'll know just how comfy they are, and this product is no exception.

**Price R900 at Crocs**

#### CROCS LITERIDE FLIP-FLOPS

##### **Flip-flop to the beach**

Crocs are so comfy that we've listed two of their products. This flip-flop features Crocs' latest rubber formula, said to be the most comfortable yet. Unlike

other Crocs, this flip-flop isn't made from a single rubber piece but assembled from various materials. Still, the manufacturer claims they'll never come apart.

**Price R1 000 at Crocs**



#### ESPADRILLE LOAFERS

##### **Captain of comfort**

An espadrille is a Spanish shoe with a sole made from a length of braided rope. This version, however, has a fake rope sole and is styled as a deck shoe

(traditionally worn by yachties), fitting comfortably with a low bridge. It's the cheapest shoe listed here and oh so comfy.

**Price R250 at Pick'n Pay Clothing**





## GEAR

### FIRST ASCENT DENALI BOOTIES

#### Popsicle toes

Is this a boot or a slipper? The answer is simply “yes”. The rubber sole prevents slipping on dewy grass, and the interior is lined with wool to keep your feet warm. These aren’t meant for long hikes but are perfect around your tent and by the campfire.

Price R1 000 at Outdoor Warehouse



### HI-TEC CORE FLIP-FLOPS

#### Footloose through the campsite

If you dislike the thong of a typical flip-flop, consider this design with a wide strap across your foot’s bridge, leaving your toes fancy free.

These flip-flops weigh almost nothing, they’re comfortable, and designed to stay on your feet as you jog to the beach.

Price R500 at Outdoor Warehouse

### HI-TEC ULA RAFT WATER SANDALS

#### River wrangler

These sandals secure over your toes, the bridge of your foot and around your heel, ensuring they won’t come off even if you fall out of your inflatable croc on the Orange River. They’re ideal for campgrounds, keeping your

feet cool thanks to the Airmesh lining, and Hi-Tec’s M-D Traction sole grips smoothly on slick surfaces.

Price R700 at Hi-Tec

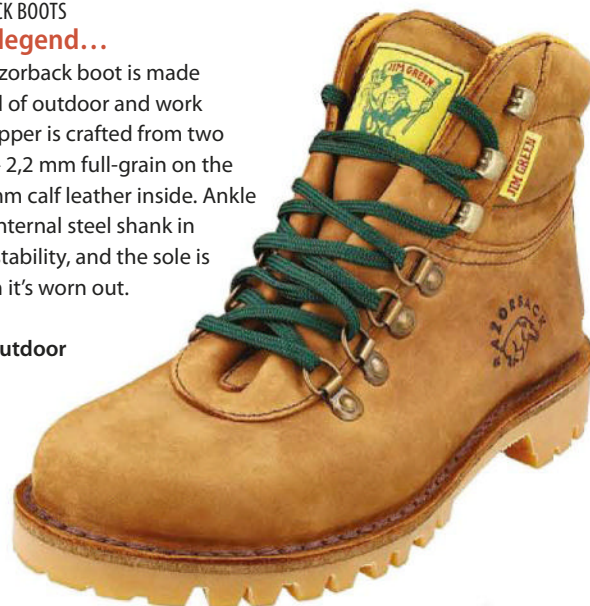


### JIM GREEN RAZORBACK BOOTS

#### The boot, the legend...

The Jim Green Razorback boot is made for the daily grind of outdoor and work challenges. The upper is crafted from two layers of leather – 2,2 mm full-grain on the outside and 1,6 mm calf leather inside. Ankle padding and an internal steel shank in the sole provide stability, and the sole is replaceable when it’s worn out.

Price R2 200 at Outdoor Warehouse



### KAALFÖÖT ISLAND SHOE

#### Clingy cleats

Here’s another shoe with an identity crisis: is it a sock or a slipper? The upper is made from stretchy material that snugly fits like a sock, but the

rubber sole allows you to tread on gravel and crushed stone. Popular with those suffering from bunions and arthritis, it’s quick-drying, making it suitable for water sports and shore fishing as well.

Price R340 at Kaalfööt



### KANU COZY SLIPPERS

#### Pure comfort

You could wear the same slippers as Aunt Stenie from Goudini, but consider this option made from soft tanned leather. The interior is lined with genuine South African

merino wool. You’ll never want to take them off, and when you bump into someone wearing the same slippers on your way to the ablution block, you’ll exchange knowing glances and say, “Lekker comfy, hey?”

Price R900 at Outdoor Warehouse





#### K-WAY BLACKBURN BOOTS

##### Keep your feet dry

K-Way market these boots as post-ski wear, but their waterproofing and snug lining make them suitable for checking your caravan's awning stakes during a storm. Naturally, they're also great for building a snowman.

**Price R1 500 at Cape Union Mart**



#### MERRELL HYDRO MOC WATER SHOES

##### Wade through waters

Merrell, an American shoe brand established in 1981, designed the Hydro Moc for easy on and off. The stretchy rubber suggests buying

a size smaller for a snug, second-skin fit. While not everyone's cup of tea in style, you might just like them.

**Price R1 400 at Cape Union Mart**

#### NATUREHIKE BASECAMP SLIPPERS

##### Ready for Everest

Naturehike Africa, the local distributor for this brand known for its lightweight tents tested in the Himalayas, offers these water-resistant, warm slippers with a rubber sole that grips

well on wet surfaces. Designed for mountaineers, they're also great around the campsite.

**Price R800 at Naturehike**



#### VELDSKOEN HARPER THE HIPPO

##### Vellies for the Ittlies

No shoe list is complete without a pair of vellies. These feature hydrophobic leather that repels water, and a comfortable lining for

sockless wear. Your child will look adorable wearing these!

**Price R800 at Cape Union Mart**



#### WOOLWORTHS ESPADRILLES

##### The real deal

Unlike Pick n Pay Clothing, Woolworths' espadrilles

feature a genuine rope sole. The handmade sole is soft, as is the strap that ties around your ankle. We love the natural colour and simplicity of this sandal – a lovely gift for a stylish lady.

**Price R550 at Woolworths**



#### VELDSKOEN NAMAQUALAND SANDALS

##### Vellies for Mom

Another proudly South African offering from Veldskoen. The Namaqualand sandal is a lightweight choice for spring and summer. Made

with hydrophobic leather that repels water droplets, they're perfect for beach strolls or just lounging about in the resort.

**Price R900 at Cape Union Mart**





# That's the wurst!





# Get crafty in the kitchen with boerewors, bangers and smoked sausages.

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

## POTATO SOUP WITH CABBAGE AND SAUSAGE

### Cabbage patch

If you're a fan of chunky soup full of texture, this flavour combination is one for the books.

#### Ingredients

(serves 4)

- A large knob of butter
- 1 tablespoon olive oil
- 250 g smoked bockwurst, cut into bite-sized slices
- 1 onion, finely chopped
- 2 carrots, peeled and finely chopped (or grated)
- 3 celery stalks, finely chopped
- 2 cups shredded cabbage (or buy a packet of coleslaw)
- 1 teaspoon crushed garlic
- 3 large potatoes, peeled and diced
- A big pinch of dried dill
- 1,5 litres chicken stock

#### Here's how

**1 Heat** the butter and oil and fry the sausage until golden brown. Stir in the onion, carrot and celery, and fry the mixture until the vegetables are nice and tender (about 10 minutes). Then stir in the cabbage and garlic and fry everything together for a few more minutes.

**2 Add** the potatoes and dill and pour the stock into the pot. Heat the mixture to boiling, reduce the heat and simmer gently without a lid for at least 30 minutes or until the potatoes are soft. An hour is even better.

**3 Mash** some of the potatoes in the soup with a potato masher to thicken it and taste for salt and pepper. The soup is meant to be "chunky", but you can, of course, adjust the consistency with extra stock as needed.

**Drive & Camp says** To make the soup extra delicious, stir a teaspoon of sour cream into each bowl.

## TOMATO AND SWEET PEPPER SMOOR

### Smitten smoor

Pap and sauce with boerewors remain a winning combination for me, and this smoor, with the onions slowly fried, is my favourite.

#### Ingredients

(serves 6 as a side dish)

- 2 red onions, halved and then sliced thinly
- 2 tablespoons olive oil
- 1 clove of garlic, crushed
- 1 red and 1 yellow bell pepper, finely chopped
- 1 green chilli, finely chopped (optional, but highly recommended)
- 2 tablespoons sweet chilli sauce
- 1 can (400 g) chopped tomatoes
- 2 teaspoons red wine vinegar

#### Here's how

**1 Slowly** fry the onion in the oil until

glossy. Take your time, because this flavour truly puts gold in your mouth. Stir in the garlic, sweet peppers and chilli as well as the sweet chilli sauce once the onions start to colour, and stir-fry for a few minutes until the bell peppers soften. If you don't have sweet chilli sauce on hand, you can stir in half a spoon of sugar. I like the thick, sticky gloss of the store-bought sauce, but use what you have.

**2 Add** the tomato. Fill the tomato can halfway with water, rinse it and then pour it into the pot. Simmer until the mixture has reduced and is nice and thick. Season it with the vinegar and salt and pepper to taste, and serve it with wheels of juicy grilled boerewors and pap.

**Drive & Camp says** The smoor is also not to be sneezed at on the breakfast tortillas (recipe on p 104) or a boerewors roll. It will keep for up to three days if you store it in an airtight container in the fridge.





## CAMP FOOD



### BREAKFAST TORTILLAS Bushveld breakfast

When the hunger pangs hit and you don't want to wait patiently for your pork sausages to fry up nice and golden brown and cooked, this is a great alternative.

#### Ingredients

(serves 6)

- 6 large pork bangers – I like the ones from Woolies
- oil for shallow frying
- 6 medium-sized tortillas or rotis
- 12 eggs, beaten
- Avocado cubes, tomato slices and onion marmalade to serve

#### Here's how

**1 Carefully** snip each sausage open. Then flatten each sausage's meat on a tortilla until it forms a layer 5 mm thick with an open edge around.

**2 Heat** a cast-iron frying pan or skottel braai until nice and hot. Add a splash of olive oil (only as needed) and fry the tortillas meat-side down for about 3 minutes – press hard with a spatula on the tortilla while frying so the meat caramelises all over. The larger your frying surface, the more you can fry at once.

**3 Flip** the fried tortillas over and fry the undersides for another minute or two until done.

**4 Quickly** scramble the eggs – you don't want the tortillas to get too cold. Remember salt and pepper to taste.

**5 Top** your breakfast tortillas with the scrambled eggs, avo, tomato and onion marmalade, fold them up and tuck in.

**Drive & Camp says** Baked beans with a sprinkling of grated cheese is a tasty alternative to the fresh avo and tomatoes.



### QUICK MEAT PASTRIES Potjie roll

A braai pie is all well and good, but it takes time to braai puff pastry. These tasty treats take a shortcut with a tortilla and are easily done over the coals or even in a pan. Delicious nibble or padkos!

#### Ingredients

(makes 10 pastries)

- 600 g cheese-filled pork bangers
- 2 large tortillas
- 1 tablespoon finely chopped red onion
- A dipping sauce to serve

#### Here's how

**1 Snip** the bangers open and divide the meat between the tortillas – spread it with a fork and press it down into an even

layer with an open edge all around. If you're using regular pork sausages without cheese, consider mixing in a sprinkling of grated cheddar before spreading the meat. Sprinkle the onion over the filling.

**2 Now** roll the tortillas tightly and cut each roll with a sharp knife into 5-6 wheels. Thread two by two (or more) onto skewers to keep them closed, but remember, not too tight. You want the heat to get all around.

**3 Grill** the pastries until nice and golden brown outside and cooked inside. Serve them warm or at room temperature with your favourite dipping sauce.

**Drive & Camp says** The cheese that oozes out is messy, but when it caramelises golden brown, that's the tastiest.





## GOURMET HOT DOGS WITH SAUERKRAUT Larney 'hotdogs'

This recipe doesn't test your cooking, but your assembly ability. For me, it's the perfect padkos.

### Ingredients (serves 6)

- 6 long brioche buns
- Soft butter for spreading
- 1 heaped tablespoon mayonnaise
- 1 teaspoon wholegrain mustard
- 1 teaspoon hot dijon or English mustard
- 3 tablespoons sauerkraut
- 1 small pink or green apple, core removed and diced small
- 3 gherkins, finely chopped
- 6 smoked frankfurters
- 1 tablespoon ready-made crispy onions

### Here's how

- 1 Slice** the buns open, spread plenty of butter on them, and toast them in a dry pan.
- 2 Mix** the mayonnaise and two types of mustard together and spread it thickly on the toasted buns.
- 3 Mix** the sauerkraut, apple and gherkins and divide the mixture between the buns. If you're making the padkos at home, nothing stops you from adding a sprinkling of finely chopped parsley from the herb garden – after all, these dogs are gourmet...
- 4 Now** briefly grill the sausages in a skillet. The idea is to warm the sausages and add that extra smoky flavour.
- 5 Place** a warm sausage on each bun, sprinkle crispy onions over, grab the dog and dig in. Or let it cool, wrap it in wax paper, and pack it up.

**Drive & Camp says** Add a packet of salty potato crisps.



## BOEREWORS KOFTA WITH SPICY RICE AND CARROT SALAD Bare all

This recipe dresses up boerewors for a pull-out-all-the-stops dinner in an easy way.

### Ingredients (serves 4)

- 600 g thick boerewors
- 1 tablespoon olive oil
- 1 packet (200 g) Moroccan flavoured rice (we used Tastic's)
- 3 large carrots, grated
- 100 g roasted nut mix
- 1 lemon or 2 limes, cut into wedges
- ½ cup double cream yoghurt
- 1 cucumber, thinly sliced

### Here's how

- 1 Snip** the boerewors open and roll the meat into long meatballs about 3 cm each.
- 2 Fry** the meatballs in a little

oil in a heavy-based pan until golden brown and cooked. Cook the rice according to the instructions on the packet.

**3 Mix** the grated carrot with the nut mix. If you can get your hands on another clean pan, you can enhance the nuts' flavour by also roasting them in a little olive oil with a sprinkling of salt.

**4 Serve** the hot meatballs on a bed of rice with the lemon wedges, carrot salad, yoghurt and cucumber.

**Drive & Camp says** These kofta-style boerewors meatballs look terribly fancy, but if you want to save trouble, you can of course just grill the sausage until juicy and simply serve it in portions with the side dishes.



# go! **Drive & Camp**

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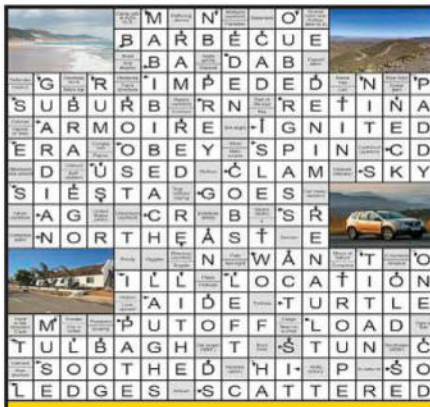
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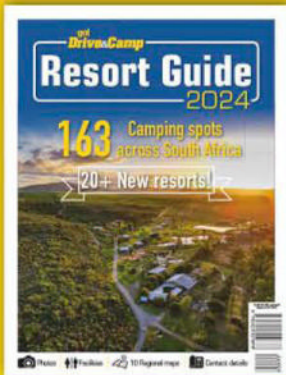
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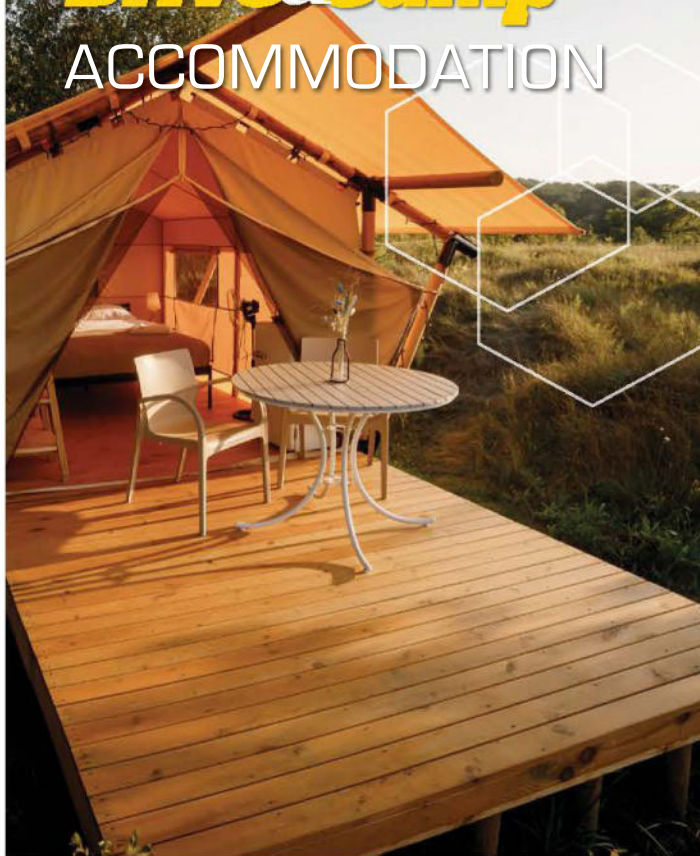
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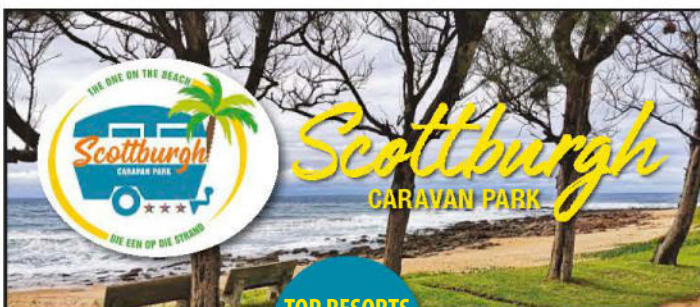
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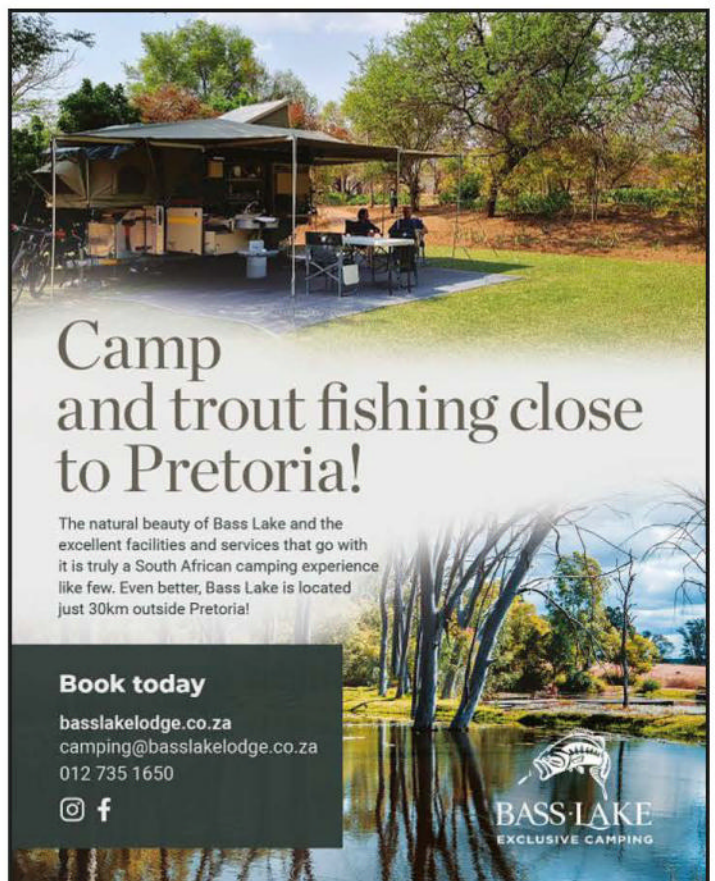
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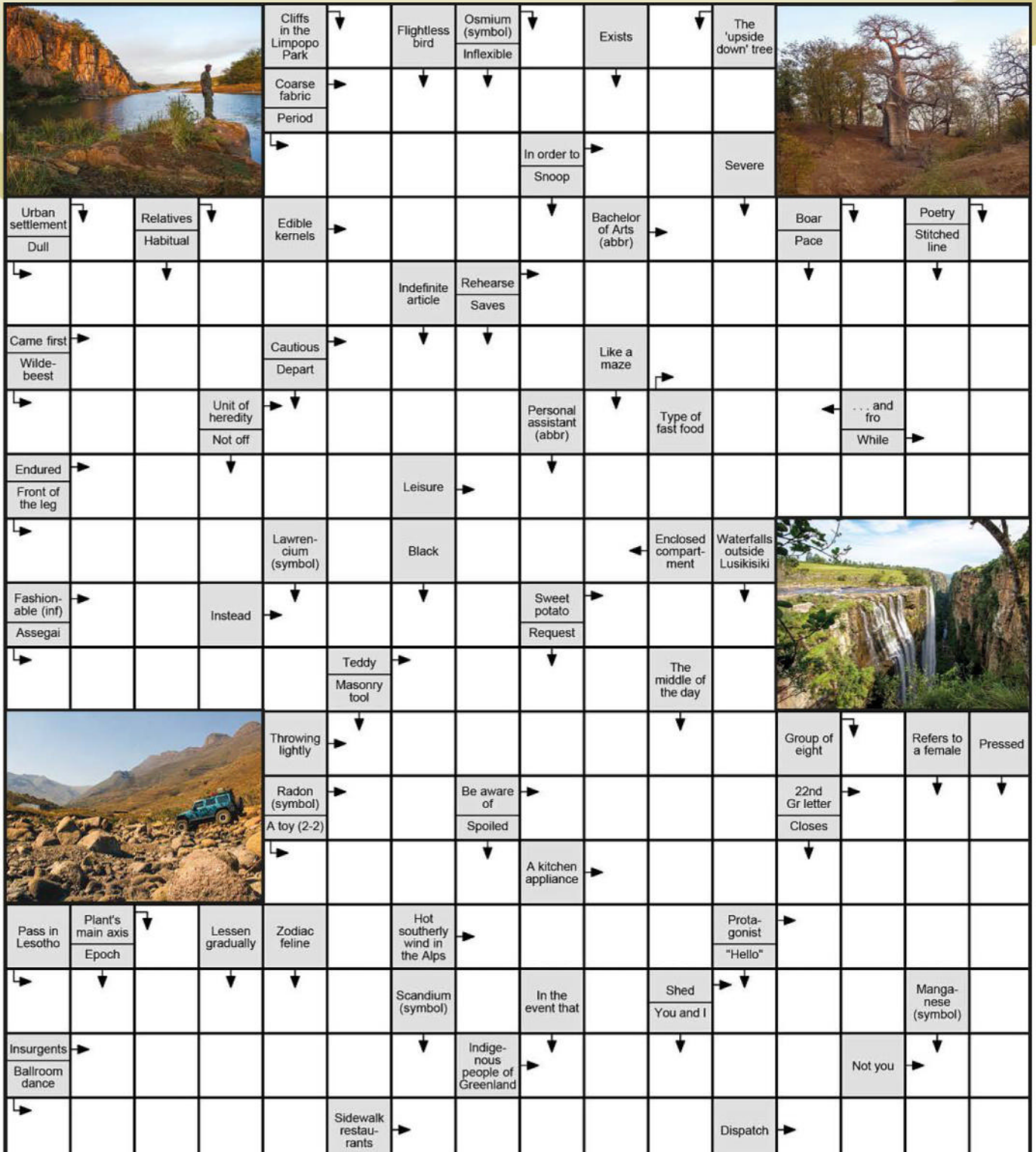
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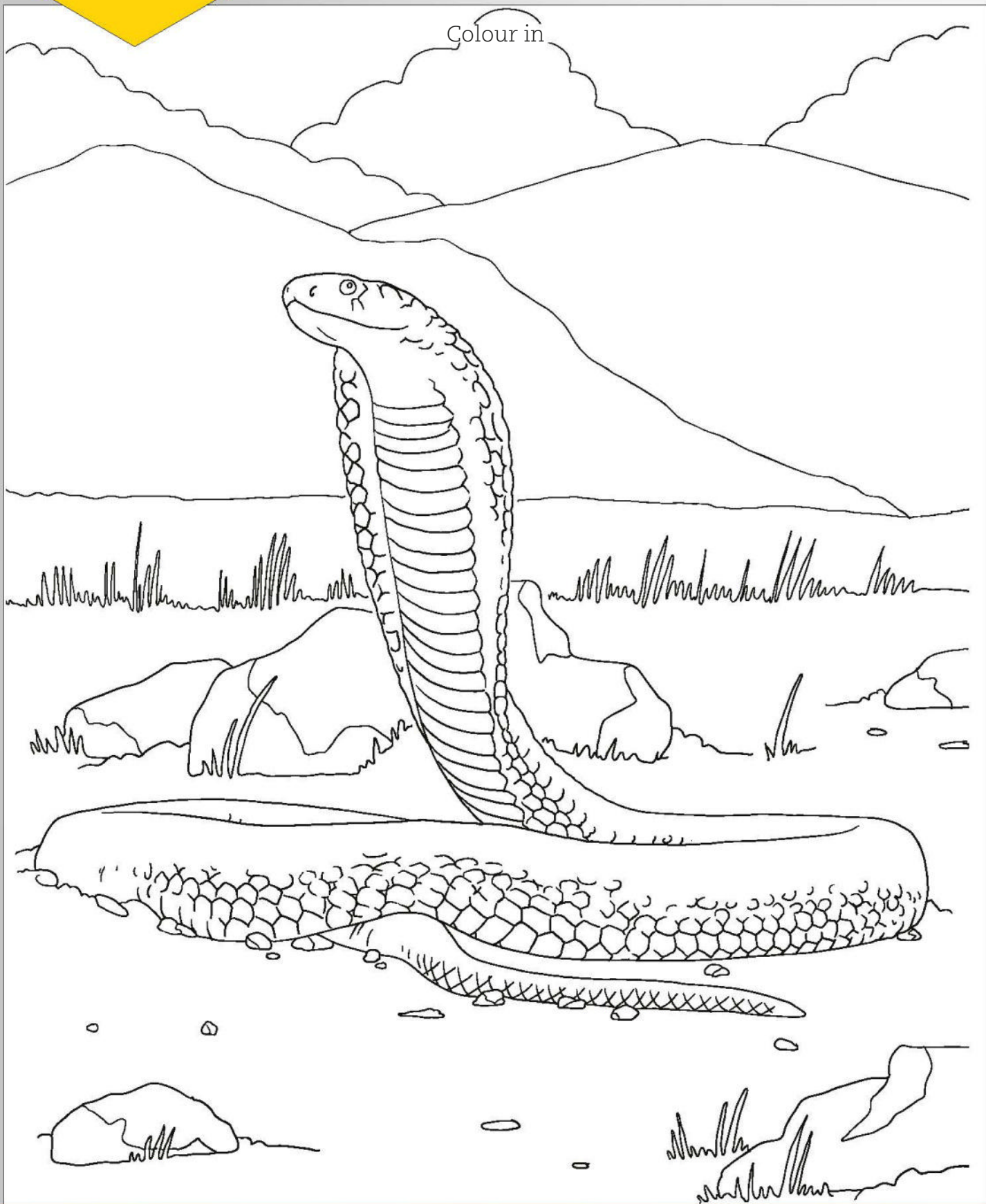
## CROSSWORD

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 110.





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.



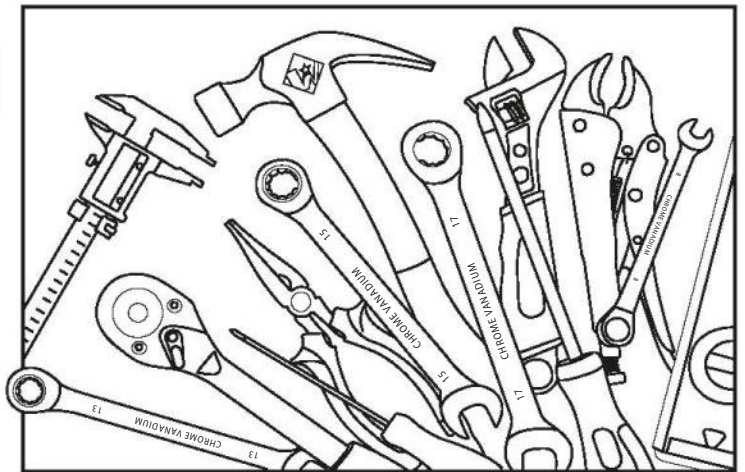
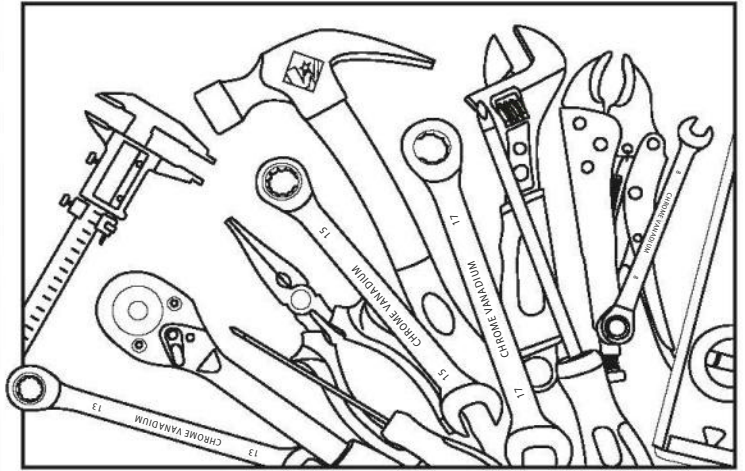
## Word search

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

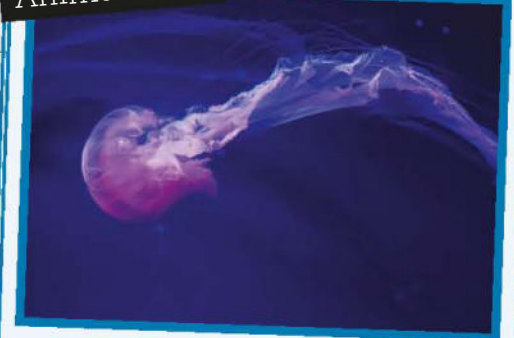
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## Spot the differences



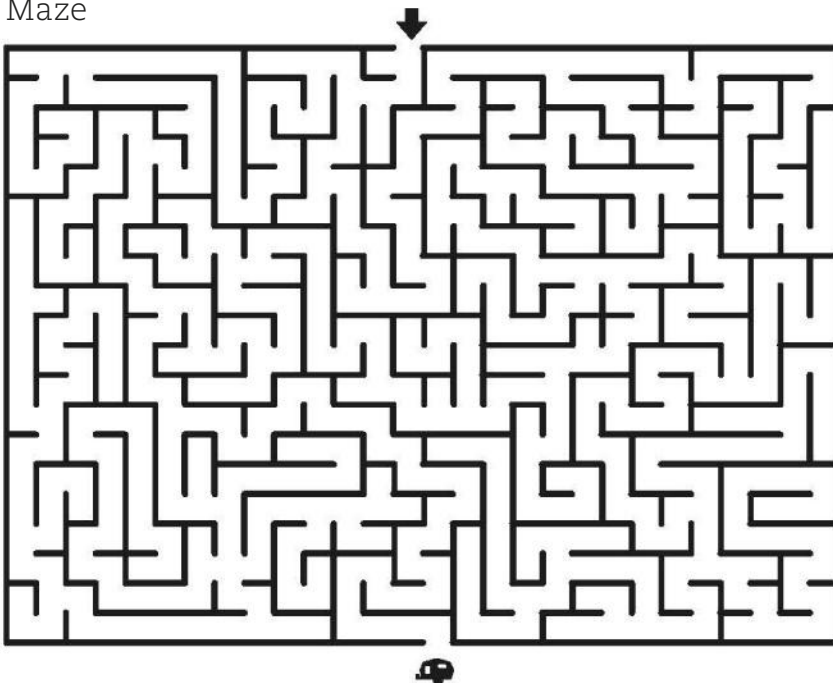
## Animal facts



### JELLYFISH (CNIDARIA)

- Jellyfish have been drifting, floating and bobbing along in our ocean for over 500 million years.
- Jellyfish are 95% water, not jelly. This is why they look so different in the water than out of it.
- They don't have brains, hearts, or lungs, their bodies are made up of just three dermal layers.
- Their sizes can range from a few centimetres, to the largest species, the Lion's Mane which is 2 m in size.
- Some have very short lifespans and live for a few hours, while others will live for a few years.
- Jellyfish have hydrostatic skeletons made up of no bones, just bells containing fluid and circular muscles.

## Maze





# First look at the 4-cylinder Cruiser 70

Many people have commented on the latest update to the Land Cruiser and how Toyota have missed the mark to make it more user friendly.

Mic van Zyl shares his thoughts.

In late 2021, I shared my opinion in this column about the future of the Toyota Land Cruiser 70 series and more specifically, the 4.5 V8 turbodiesel engine. Fast forward two years and we now have the 2.8 four-cylinder Land Cruiser 70 series available.

A quick search on YouTube reveals an abundance of videos reviewing the "new" Land Cruiser 70 series as well as the new engine and drivetrain. As with much of what is found on social

media of late, opinion is quite divided and less objective than what it should be. Naturally, there are lots of comparisons between the old V8 and the new four-cylinder, and people have strong opinions. I, for one, won't base a buying decision on online opinions just yet.

**The "new" LC70** is not a new vehicle. It is more of a major facelift and drivetrain upgrade. The engine and gearbox are new to the LC70, but this combo has been around for almost a decade in the Hilux and Fortuner. The GD6 family engines was launched in 2015 although development would have started some years prior. The V8 engine is part of the D4D engine family which has been around since 2005. A lot of engine development happens over the span of 10 years, especially pertaining to efficiency and reliability.

Also bear in mind that the LC70 platform is designed as the most rugged of the working-class vehicles in the Toyota range. They cater for operations in very remote areas with limited access to service centres by the likes of the UN, Red Cross, mining companies and military institutions.

Recreational use was lower on the list of priorities when this vehicle was designed. As overlanders and 4x4 enthusiasts, we have adapted the LC70 to our needs and in truth, it works very well if you can accept a certain level of compromise.

Many people have commented on the latest update to the LC70 and how Toyota has missed many opportunities to make it more user friendly. Fixing the mismatched axle widths, the very utilitarian interior, ride quality and cabin comfort are just some of the points

often raised. Looking at the vast range of aftermarket products that are available to the LC70 owner, you soon realise there is a lot that people want fixing. It is my opinion, however, that Toyota has addressed the one area that really needed looking at – the engine.

A big part of LC70 ownership centres around upgrading your new truck to be just right for you. Suspension, snorkel, bull bar, canopy and a huge number of interior accessories are available on the market to help you create your ideal overlanding rig. The one area that is infinitely more difficult to upgrade is the engine and gearbox.

Getting more performance out of the old V8 is relatively easy. I have gained a fair amount of experience in engine modification over the years and it is something that I now steer well clear of. I have driven a number of modified V8s, and my immediate thought always goes to what would happen if there was a component failure that left me stranded.

**I recently had the opportunity** to drive a new pre-launch LC79. My short drive in the new four-cylinder auto dual-cab LC70 was pleasant. It had way more get up and go than the manual V8 and the fuel consumption was a lot better too.

I like the new nose of the vehicle and it still has the charm of an old-school 4x4 truck that I personally enjoy. I cannot comment at all on towing ability or its performance in sand and mud when heavily accessorised as a go-anywhere overland rig. I think it will do well. I also think that, in time, most will accept and learn to live with the new character of the four-cylinder.





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# Resort Guide

## 2024

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# Learn from Europe

When it comes to legislation on caravans and motorhomes, the South African authorities could well take a leaf out of Europe's book, suggests Neels van Heerden.

**T**he European Caravan Federation, comprising 15 member countries, had a whopping six million camping vehicles on its roster in 2020. Most of these, 3,5 million caravans and 2,4 million motorhomes, are registered in Western Europe, in countries that include Germany, France, the United Kingdom, and the Netherlands, which boast the largest market share

in terms of ownership.

The large number of camping vehicles on European roads has resulted in decades of active collaboration between manufacturers and progressive legislators in the European Union. This has increasingly led to innovative adjustments to legislation and regulations related to caravans and motorhomes.

As crossing national borders within the European Union can be almost effortless, traffic and vehicle legislation had to be reformed so the regulations of EU countries are nearly identical. Another factor contributing to the need for universally accepted regulations is that over 40% of camping vehicles manufactured in Germany are sold to customers in other European countries.

**Across Europe**, camping vehicles are therefore classified as special purpose vehicles, necessitating unique regulations. Motorhomes, for example, were previously classified in the same category as passenger vehicles for eight passengers and a driver. However, traffic authorities view the unique living space layout of camping vehicles as not typically that of motor vehicles. Therefore, it is impossible to apply regulations applicable to regular vehicles to camping vehicles.

Unlike motor vehicles, the focus is rather on the unique use of caravans and motorhomes as vehicles in which the owners can also live, rather than just travel from point A to point B. Seeing as motorhomes are usually built on a commercial vehicle chassis, it is almost impossible to impose regulations related to carbon emissions and crash tests on camping vehicle manufacturers without amendments.

The European parliament has recently

introduced draft legislation that will have interesting implications for the motorhome community. In principle, an extension of the B driving license has been approved, meaning the upper limit on a B license is increased from 3 500 kg to 4 250 kg.

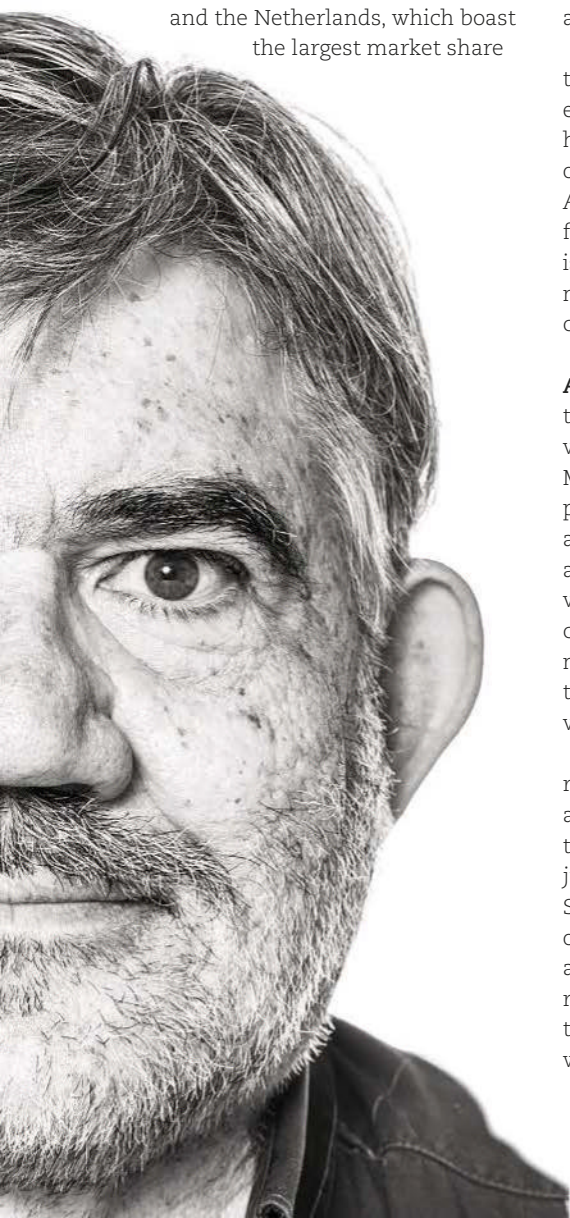
The increase of electrically powered motorhomes is also seen as one of the fastest-growing segments in Europe. The Dutch government has recently announced that from 2030, all new vehicles – whether imported or not – must be electrically powered.

**South African vehicle legislation** is, to say the least, antiquated and hinders progress. The most glaring example is the traffic authorities' stubbornness over obtaining an EB driving license. If you want to move from a code B to an EB driving license, you must pass the learner's license test again. Getting this appointment is an exhausting experience.

Then, when you finally take the driving test, you must be able to reverse straight for up to 40 m with a trailer attached. Many seasoned campers I've spoken to recommend that you should tackle this reversing test with a trailer instead.

Fortunately, I received advice from people like Roelf du Plooy of the Tuks Alumni Caravan Club on how to reverse with a caravan. This advice came in handy when an elephant terrorised me for several hundred meters between Satara and Tshokwane. As luck would have it, it was a fairly straight road, and there were no vehicles behind me.

Another incident I vividly remember was when an elephant suddenly charged at me near Shingwedzi. Luckily, my rented Iveco motorhome could reverse quickly, and when I reached a T-junction, I was able to make a swift three-point turn. ●

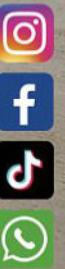




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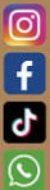


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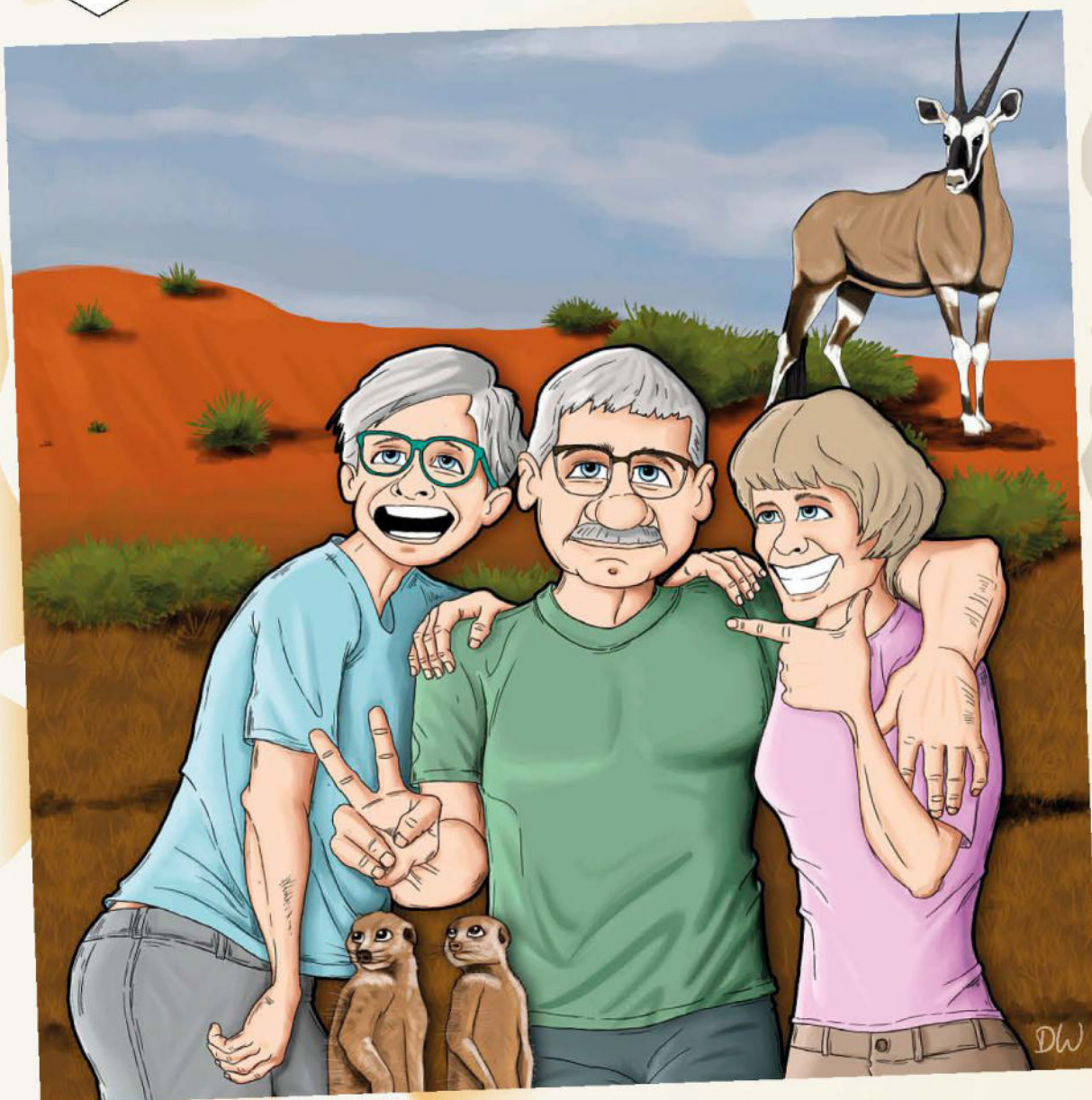
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# Fluent in Kgalagadi

An oasis with lush green lawns, a sun lounger beside a pool, a cocktail sporting a tiny umbrella, air-con in your room... If this is your idea of a dream holiday, turn the page, because you're clearly not speaking Kgalagadi, says **Linda Brink**.



**T**o speak and understand Kgalagadi, you need some basic requirements. The most important is that you must camp. Booking into a hotel room or chalet is like trying to speak Afrikaans in Belgium: it might sound okay, but really, it doesn't make much sense.

The second requirement is a fondness for the red dust that trails along the dunes, magically changing the colour of the earth around you.

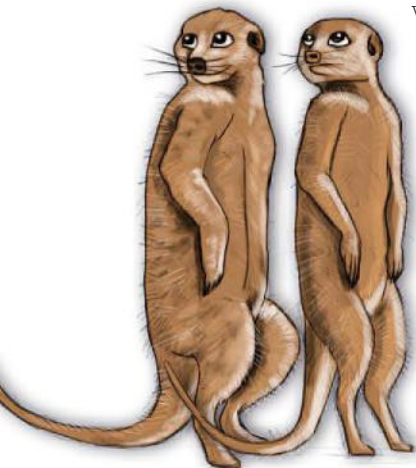
That red dust is an important element in your Kgalagadi grammar. It settles in the campsite among the trees, where cheeky fan-tailed meerkats curiously watch you in a begging stance, and it obscures the tracks of the honey badger.

It clings to your soles as you walk back from the shower to your tent in your flip-flops. In fact, you'll still smell and taste red dust when unpacking your camping gear and bedding back home. Those in the know pack a pair of closed shoes and a good foot cream for rough heels when heading to Kgalagadi.

Once you've mastered the basic red dust vocabulary, it's time to focus on the third requirement, which is summed up in one word: adaptability.

You'll experience temperatures pushing the needle into the red past 40. But then, you'll also meet fellow campers who recount scraping frost from their tent in the night before they could roll up the flaps. There are even tales – and I admit they may be mythological in nature – of dishwashing liquid freezing solid on a cold winter's night.

But it's not just the temperature that can catch you off guard; the wind is equally unpredictable. So, know that just as you get your braai fire going – with the beef fillet winking at you – a sudden whirlwind may sweep



through the campsite, turning your fire dangerous in an instant. Then you might as well douse the flames with sand and crack open a tin of ham for dinner.

**By now you're** getting the hang of this new language. It's time to learn a bunch of adverbs. "Rib-cage-rattlingly" for one. If the road hasn't been graded recently and you haven't deflated your tyres to the recommended pressure, you're going to shake, rattle and roll like a rock singer on stage somewhere in Memphis.

Three other key words you definitely need to pick up are tranquillity, anticipation and politeness. Know that you won't see a lion family around every corner waiting to say "cheese" for their Kodak moment. Nor will you be able to tick off all the animals on your checklist during a whirlwind five-day visit.

But if you wait long enough at the Veertiende waterhole, that big guy sleeping under the tree will eventually swish his tail, prick his ears, and slowly get up. You'll spot the pale chanting goshawk perched on a dry tree branch, then watch as it dives for a tête-à-tête with a Cape cobra.

You'll excitedly identify the chestnut-vented warbler and the scaly-feathered weaver and bid good day to the spotted eagle-owl in the camp. At Cubitjekap's waterhole, you can watch jackals make a meal of a Namaqua sandgrouse with exquisite timing.

The final requirement to be fluent in Kgalagadi is having the right travel companions. Sarah Sourpuss and Cecil Cellphone had better stay home.

At the main camps, you can buy WiFi to let your folks know you're safe, or occasionally boast about the wonderful camping spot under the trees at Nossob where you're unwinding.

But here, the sunset over the hill is your only TV channel, and the comings and goings of the giraffes at the waterhole – with the occasional appearance of a cheetah – your daily soap opera.

**You might ask why** bother mastering this strange language, this Kgalagadi? Why do people with a beach house in Hermanus choose to travel the long

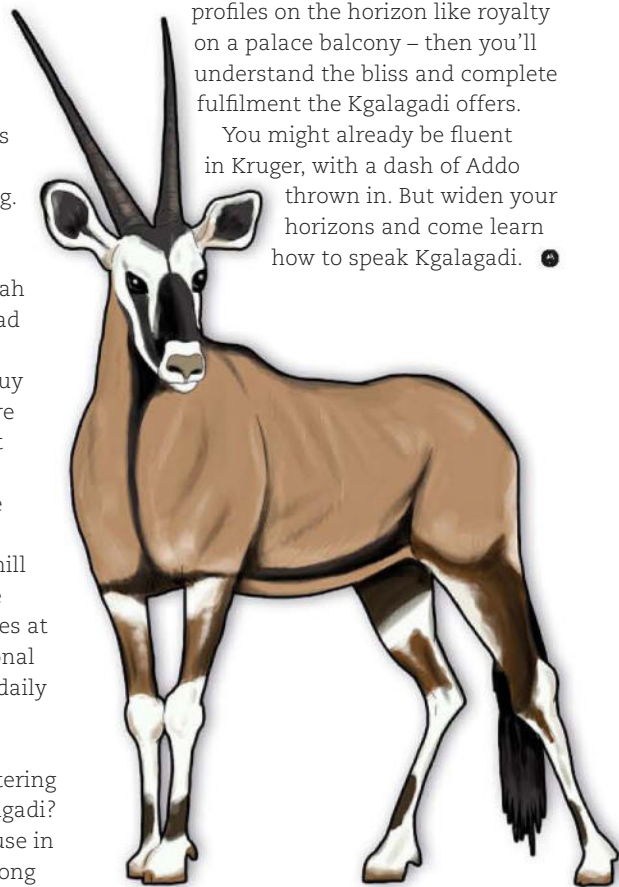
kilometres past Askam, and regular campers flock here three to four times a year?

There are plenty of reasons. The receptionist at the entrance office at Twee Rivieren, Bernadette Mienies, is probably the friendliest and most helpful person working for SANParks. The bathrooms at the campsites are comfortable, spacious and clean. There's a microwave at Twee Rivieren and hot plates at Nossob and Mata Mata. There are spacious and accessible family bathrooms at Twee Rivieren and Mata Mata, and lovely swimming pools at the main camps.

Checking permits in and out reassures you that someone will come looking if you get stuck in a sand hole. The picnic spots are convenient and accessible, if you remember to do your part and take your trash with you when you leave. And then there's a legion of bird species to see – on a recent visit, we identified more than 36 different types.

But really, it's about the vastness and the silence... If you take the dune road between Nossob and Mata Mata, through the landscape's enchanting curves – and the gemsboks show off their aristocratic profiles on the horizon like royalty on a palace balcony – then you'll understand the bliss and complete fulfilment the Kgalagadi offers.

You might already be fluent in Kruger, with a dash of Addo thrown in. But widen your horizons and come learn how to speak Kgalagadi. 🐾





...AND FINALLY



# Back to basics

At first glance, it might look as odd as an English bulldog, but its mission is just as noble as that of the stout-hearted breed.

the familiar Hilux, but with simplified bodywork and stripped of all unnecessary electronic gadgets – retaining only airbags, anti-lock brakes and brake force distribution. Only the driver gets an electric window. The steering rack has also been modified to reduce the Champ's turning radius to 4,9 m, the same as a Suzuki Jimny.

Note that the South African model may differ – Toyota South Africa has yet to make an announcement – and locally it is likely to be called the Stallion to avoid confusion with the old Nissan Champ.

Toyota intends to supply only the cab and engine, chassis and a flatbed (though drop sides will be available), and customers must then acquire the rest themselves. Toyoda hopes that industrious tradesmen will build a cargo box themselves to bolt onto the flatbed. If they'd rather not, he hopes it will encourage job creation as specialist converters could build accessories for

the Champ – without having to pay royalties to Toyota.

Toyoda delights in photoshopped images in which private companies transform the Champ into anything from ambulances, food trucks, ice-cream vans, and yes, to motorhomes.

This is the polar opposite of what most car manufacturers want you to do – they usually want you to buy *their* factory-approved accessories.

Toyota's radical thinking is good news for DIY enthusiasts wanting to build their own motorhome, but also for companies like Frontrunner, Rhinoman, and Bush Lapa, who will no doubt have something extraordinary to contribute.

**T**oyota unveiled its IMV 0 concept vehicle in December 2022. At the reveal, Akio Toyoda, the chairman of Toyota and grandson of Toyota Motors' founder, Kiichiro Toyoda, declared that this bakkie embodies Toyota's original purpose: to build affordable and reliable vehicles.

The Toyota Hilux Champ, as the IMV 0 has been renamed, is based on



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