

#72

PADKOS SIX SNACK IDEAS FOR ROAD TRIPS

APRIL-MAY 2026 | ISSUE 72

go!

Drive & Camp

The Swartland

Camp in the land of wheat and wine



CARAVAN SHOW 2026

All the news on
the biggest one yet



R160,00 (including VAT)
Namibia N\$165,00



VIC FALLS

Experience the smoke
that thunders

PITCH A TENT IN THE DOME

Relax on the shores of the Vaal

TRAIL GUIDE 26 farm gates within 60 km | **TREK LIFESTYLE HORIZON ADVENTURE** A big trailer for little cars | **DRIVING IMPRESSION** Tata returns with its Harrier | **4X4 PROFESSOR** 11 hand gestures for off-road trails | **SPOT IS COMING ALONG!** 8 resorts that welcome dogs

DOWN BY THE RIVER

Follow the Doring from desert to sea

CAMPING GEAR

11 TENTS FOR ROOF RACKS AND THE GROUND

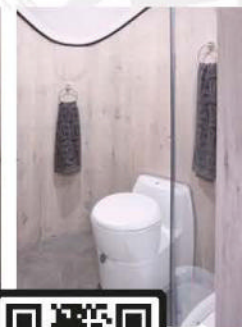
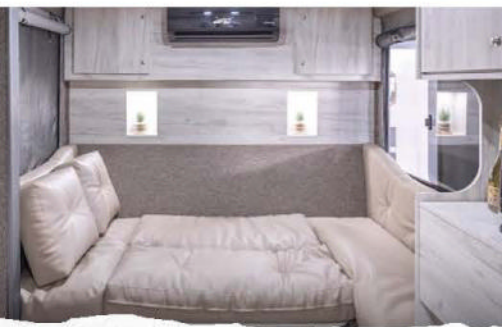
Visit our
NEW exciting
interactive
website!



WHY CHOOSE BETWEEN
ADVENTURE AND COMFORT
WHEN YOU CAN HAVE BOTH!

THE **NEW** MOBI LODGE **QUATTRO**

Beyond Comparison!
★★★★★



Mobi Lodge



MOBI LODGE CONTINENTAL



MOBI LODGE XL



Scan to view the
rest of the Mobi
Lodge models!



That map on a table...

At the recent Caravan Show, I was once again amazed by the quality, passion and innovation in South Africa's camping and outdoor-living market. The show was bursting at the seams, and it was encouraging to see the growth in exhibitors, floor space and visitors. Our local manufacturers truly stand second to none in the world, and if you listen to how busy they are, it's clear that the market is growing, with a host of new campers being welcomed with open arms.

Leon practically ran his legs off over the three days of the show trying to get to everything and everyone, and his full report on the caravans that caught the eye starts on page 14.

While I was walking among the stands and admiring the gleaming new products, my thoughts took an unexpected turn. Somewhere between the smell of new camping gear and those caramelised nuts, I

suddenly found myself thinking back to the caravans of my childhood and the holidays that shaped me.

I specifically remember the old Jurgens our family used when I was still very young. The exact model name escapes me, but that caravan was nowhere near as streamlined or technologically advanced as today's models. Yet it had one feature that still sticks in my mind: a printed map of South Africa on the tabletop inside.

Do you remember it? That map was more than just a guide; it was the blueprint of our excitement. I clearly remember how we children would trace the line from our hometown to our destination with our fingers whenever we went camping. Then we would also guess, wide-eyed, about the places we were still heading to – or the places we wished we could visit next. That map was the silent witness to the holiday memories we built as a family.

It made me realise that although the technology changes and the caravans become lighter, stronger and more luxurious, the reason we do it remains exactly the same. We're not simply buying a new caravan, but rather the opportunity to draw new lines on a mental map.

This time of year we stand on the threshold of one of the best times on

the camping calendar. Easter weekend and the school holidays are here, and the first bite in the air reminds us that winter is on its way. It's the time of year when the campfire burns just a little brighter and the sense of togetherness feels just that bit closer... whether it's around the fire or over an old laminated map on the table of a well-travelled caravan.

The real value lies in the quiet moments on the road and in the things your people say that break those silences. The modern innovations we now see and experience throughout the market simply make it easier for us to reach those precious moments. The memories remain the same.

May this holiday give you the chance to draw a new line on your own map. Don't just dream about that next destination – pack up, hitch up and go enjoy those moments that, 20 years from now, will still shine just as brightly in your mind as they do today.

Travel safely.

Schalk

EDITOR

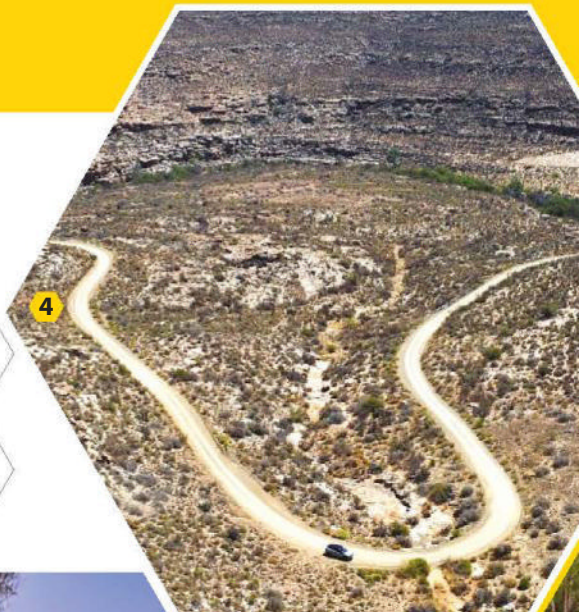
✉ schalk.jonker@media24.com

Contents

#72 | April-May 2026



JOURNEY 48



TRAIL GUIDE 78



CARAVAN SHOW 14



DESTINATION 60

EVERY MONTH

3 EDITOR'S LETTER

8 INBOX

14 CARAVAN SHOW

46 NEW WHEELS

72 WEEKEND BREAK

88 PET-FRIENDLY CAMPSITES

92 DRIVING IMPRESSION

96 CARAVAN TEST

100 4x4 PROFESSOR

102 GEAR

106 CAMP CUISINE

114 KIDS' CORNER

116 MIC'S MEMOS

117 CROSSWORD

118 NEELS' RALLY TENT

120 COLUMN

122 ...AND FINALLY

EDITORIAL TEAM

EDITOR SCHALK JONKER ✉schalk.jonker@media24.com
JOURNALISTS CYRIL KLOPPER ✉cyril.klopper@media24.com
 LEON BOTHA ✉leon.botha@media24.com
DESIGNER OWEN WILLOUGHBY ✉owen.willoughby@media24.com
COPY EDITOR CARLA REDELINGHUIS
FOOD EDITOR JOHANÉ NIELSON
MULTIMEDIA DESIREE HARTNEY ✉desiree.hartney@media24.com

MEDIA24 CORPORATE

CEO: MEDIA24 RAJ LALBAHADUR
CEO: MEDIA24 MEDIA MINETTE FERREIRA

PUBLISHING TEAM: MEDIA24 LIFESTYLE

MEDIA24 LIFESTYLE CFO LANA GOLIATH
PRODUCTION HEAD EDWINA LYNERS
HEAD OF REPRO JACQUES DU PLOOY

SALES & SPONSORSHIPS

HEAD OF ADVERTISING DANIE NELL
 ✉danie.nell@media24.com ☎082 859 0542
KEY ACCOUNT MANAGER SHARLENE SMITH
 ✉sharlene.smith@media24.com ☎083 583 1604
KEY ACCOUNT MANAGER SANETHA MEINTJIES
 ✉sanetha.meintjies@media24.com ☎082 957 9747

HEAD OF INCOME NERISA COETZEE

✉nerisa.coetzee@media24.com
HEAD OF DIVERSE PROJECTS FRANCOIS MALAN
 ✉francois.malan@media24.com

STUDIO

HEAD OF STUDIO LAILA MAJIET
CREATIVE HEAD SANDLASETHU-SIPHE YILANI
EDITOR: SPECIAL PROJECTS GERDA ENGELBRECHT gerda.engelbrecht@media24.com
PRODUCTION MANAGER CHRISTINE SMITH
SENIOR MARKETING MANAGER ANDILE NKOSI andile.nkosi@media24.com

CONTACT US

ANN DU BOIS ✉011 713 9529 ✉ann.dubois@media24.com

CAPE TOWN

POSTAL ADDRESS go! Drive & Camp, PO Box 740, Cape Town 8000
STREET ADDRESS 19th Floor, Media24 Centre,
 40 Heerengracht Street, Cape Town 8001

JOHANNESBURG

POSTAL ADDRESS go! Drive & Camp, PO Box 785266, Sandton 2146
STREET ADDRESS 6 Kikuyu Street, Sunninghill 2191

SUBSCRIPTIONS, RENEWALS & INQUIRIES

☎087 353 1300 | ☎+27 (0)21 065 0033 (international)
 Fax – 086 296 6681 | WhatsApp ☎087 353 1287
 SMS "service" to 31069 | ✉subs@media24.com



PRINTING
 NOVUS Print
 All rights reserved

DISTRIBUTION
ON THE DOT



go! Drive & Camp is a member of
 the Audit Bureau of Circulations
 of South Africa



© Copyright go! Drive & Camp. All rights reserved. Partial or total reproduction without the written permission of the editor is strictly prohibited.

MEDIA24

go! Drive & Camp April-May 2026 | 5



ACROSS THE BORDER 76



WEEKEND BREAK 72

#72 COVER SHOT – LEON BOTHA

“Die Hut is a charming new campsite in Moorreesburg with countryside character to spare. So much so that our neighbours pulled in next to us with a red converted camping Kombi that looks as if it came straight out of an '80s movie. (Read more about the Swartland and its campsites on p. 60.)”



Camera & settings Canon EOS 6D Mk. II, f8,
 2 000/s, 24 mm, ISO 640

SAVANNAH 3 BOW TENT



2.1m x 2.1m x 1.5m
R3 790⁰⁰

SAVANNAH 4 BOW TENT



2.5m x 2.5m x 1.9m
R4 900⁰⁰

SAVANNAH 5 BOW TENT



3.0m x 3.0m x 2.2m
R5 790⁰⁰

SENIOR SAFARI DELUXE BOW TENT

- > 320GSM SAFARI RIPSTOP CANVAS
- > 540GSM HEAVY DUTY PVC GROUND SHEET
- > 8.5MM ELECTROPLATED HIGH TENSILE SPRING-STEEL FRAME
- > INSIDE & OUTSIDE WINDOW CLOSURES
- > HEAT VENT WITH INSIDE CLOSURE



JUNIOR SAFARI DELUXE BOW TENT

3 WINDOWS

2.5m x 2.5m x 1.9m
R6 510⁰⁰



3 WINDOWS
WITH INSIDE & OUTSIDE CLOSURES

SENIOR
3.0m x 3.0m x 2.2m
R8 150⁰⁰

SENIOR GAZEBO



3.0m x 2.8m x 2.3m
R3 410⁰⁰

- > 260GSM SAFARI RIPSTOP CANVAS
- > YELLOW PASSIVATED ELECTROPLATED STEEL FRAME
- > NYLON CORNERS

SNR GAZEBO END WALL SOLID

R720⁰⁰



SNR GAZEBO END WALL WITH DOOR

R830⁰⁰



SNR GAZEBO SIDE WALL SOLID

R800⁰⁰



SNR GAZEBO SIDE WALL, 2 WINDOWS

R1 150⁰⁰



SNR GAZEBO SIDE WALL, DOOR & WINDOW



R1 220⁰⁰

GAZEBO & JNR BOW CONNECTOR

To fit all Tentco's 2.5m x 2.5m bow tents



R1 330⁰⁰

GAZEBO & SNR BOW CONNECTOR

To fit all Tentco's 3.0m x 3.0m bow tents



R1 500⁰⁰

SNR GAZEBO SHADE NET INNER



R3 620⁰⁰

Gazebo and Bow Tent not included

JUMBO GAZEBO END WALL WITH DOOR

R1 050⁰⁰



JUMBO GAZEBO SIDE WALL SOLID

R1 160⁰⁰



JUMBO GAZEBO SIDE WALL, 2 WINDOWS

R1 380⁰⁰



JUMBO GAZEBO SIDE WALL, DOOR & WINDOW



JUMBO GAZEBO & SNR BOW CONNECTOR



COMING IN 2026

JUMBO GAZEBO

- SPECIFICATIONS:
- > 260GSM SAFARI RIPSTOP CANVAS
 - > YELLOW PASSIVATED ELECTROPLATED STEEL FRAME 22MM
 - > HEAVY DUTY REINFORCED NYLON CORNERS



SPACIOUS

4.0m x 2.9m x 2.5m
R4 550⁰⁰

JUNIOR SAHARA



4.5m x 2.9m x 2.65m
R12 510⁰⁰

SAHARA DELUXE



6.0m x 2.9m x 2.65m
R17 340⁰⁰

SAHARA LODGE



8.0m x 2.9m x 2.65m
R23 300⁰⁰

SAHARA GRAND



8.0m x 2.9m x 2.5m
R24 620⁰⁰

ALSO AVAILABLE AT:

NB: PRICES WILL VARY BETWEEN STORES

CAMP CLIMB

Kloppers

OUTDOOR WAREHOUSE

takealot

Agri Land

LeisureWorld

AGRIMARK

VIEW OUR LIST OF AGENTS ON OUR WEBSITE

E-MAIL: info@tentco.co.za

TEL: +27 11 397 6451

PRICES, COLOURS, SPECIFICATIONS & STOCK - E&OE
TRADE ENQUIRIES WELCOME

Follow us on



EZI-UP STRETCHER STANDARD



DELUXE STANDARD STRETCHER



DELUXE LARGE STRETCHER



SINGLE 3D FOLD UP MATTRESS



SINGLE ROLL UP MATTRESS



SINGLE BEDROLL SWAG



3-SHELF DELUXE CUPBOARD



4-SHELF DELUXE CUPBOARD



KITCHEN CABINET DELUXE



STEEL MULTI FUNCTION FOLDING TABLE



COOLER BAG 12L



COOLER BAG 28L



*Contents not included

BIG BOY



SL-2



SLX-2



DC-3



TENTCO BOX BLACK



TENTCO BOX GREY



TENTCO BOX RED



TENTCO BOX ORANGE



DIRECTORS DELUXE



DC EXTREME



CLASSIC



LOUNGER



TENTCO BOX PINK



TENTCO BOX CLEAR



ALSO AVAILABLE AT:
NB: PRICES WILL VARY BETWEEN STORES



VIEW OUR LIST OF AGENTS ON OUR WEBSITE
E-MAIL: info@tentco.co.za
TEL: +27 11 397 6451

PRICES, COLOURS, SPECIFICATIONS & STOCK - E&OE
TRADE ENQUIRIES WELCOME

Follow us on





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

South West's Toyopet



Dad Johan and grandson Johann

I thoroughly enjoyed the article and photographs on the history of the bakkie in your December 2025-January 2026 issue.

In the article, you mention that the Toyopet Stout first arrived in South Africa in 1966 as the country's first modern bakkie. I actually saw that bakkie from Japan much earlier, in the 1950s, at the Mariental Agricultural Show in what was then South West Africa. It was something between a small and a larger bakkie, painted in what we used to call "PWD brown" – the dull brown shade the Public Works Department seemed to use on just about everything. Not the prettiest colour, I must admit.

My grandfather, Jakobus Visser, bought a Ford Model T bakkie – according to your article, the first bakkie ever sold in South



Ford Ranchero



Johann Visser wins an EvoCharge LED Powerbank Torch valued at R999. This versatile torch features a 7 800 mAh lithium battery and can provide up to 30 hours of light. It also doubles as a power bank, allowing you to recharge your cellphone when needed. The magnetic base lets you attach it to any steel surface, keeping both hands free, and it's water-resistant too – ideal if you're caught out in the rain. sustainable.co.za





***New OKTO caravans. Afrispor, Metalian, Nayela and Freeline Maverick Off-road caravans. Edgeout and Vagabond Rogue Teardrop trailers. Metalian gravel road camping trailers.**

***Many quality selected pre-owned caravans. *Camping and off-road trailers.**

***Roof and trailer top tents, canvas and nylon camping tents. *Factory approved workshop.**

***Fully stocked LeisureWorld shop for all your caravanning spares and accessories.**

LeisureWorld

Loftus Caravan City

Tel: 011-792-1456

OKTO
CARAVANS

SWIFT

AFRISPOR

NAYELA

EDGEOUT

M
METALIAN

F
FREELINE CAMPERS

VAGABOND



Africa – while living in South West, and my late father, Johan, always spoke about it with great pride.

Thanks to old photographs, I know my father also owned a brown Hudson bakkie, and later, when I was a young boy, a black Dodge. The next one was a bottle-green Chev. I remember how mesmerised I was by the beautiful round, illuminated speedometer of his new 1948 model as he drove the 153 km from Keetmanshoop to our farm, Asanib, that evening.

My uncle and father's brother-in-law, Renier Engelbrecht, drove a Ford Consul similar to the one pictured alongside my letter – although this one in the photo is a later model I came across in a Mossel Bay boatyard in 2021. Earlier models were available in South Africa during the 1950s, but not the later version.

My first car was a 1955 Volkswagen Beetle, and in the early 1970s, I bought a Ford Ranchero bakkie, which I later replaced with a Ford Cortina Big Six sedan.

JOHANN VISSER
Mossel Bay

Alongside Tietiesbaai's ambulance

This is now the third year in a row that I'm sharing our annual visit to the campsite at Tietiesbaai with *Drive & Camp* readers. It's the one camping trip I look forward to all year, mostly because I rarely get the chance to camp at any other time. Maybe over Easter, but that almost never works out.

Our previous visit was supposed to be the end of a 10-year tradition of staying on the same stand. My life partner, Willie Dreyer, had bought a small piece of land beyond Laingsburg, where we planned to set up our own campsite. But those plans came to an abrupt end when Willie passed away unexpectedly.

And so, I found myself back at Tietiesbaai for my December holiday. As always, a group of friends joined – including my loyal camping companion, Minnaar Carinus – and we saw in the New Year together. At midnight, the bubbly came out, and as usual, people set off fireworks on the beach. We watched it all from our camping chairs beside the fire; it was cold and misty, so the fire was the warmest place to be.

That fire, which kept going every evening after the braai, really became the heart of the campsite because you can't truly communicate with one



@STEALTHCARAVANS



#STEALTH

Comfort that follows *YOU*



594 X-COUNTRY

In a world full of noise, traffic, deadlines and “did you bring the braai tongs?”, there’s one place where life slows down and adventure speeds up — behind the smooth, aerodynamic lines of a Stealth Caravan. Designed for travellers who want more from the journey, Stealth Caravans combine rugged South African engineering with luxury finishes that whisper, “Relax... we’ve got you.”

Whether you’re heading into the bush, following the coastal breeze, or simply escaping to your favourite hideaway, Stealth brings the comfort of home right to your campsite. Inside, you’ll find clever layouts, plush interiors, and storage solutions that make even the most organised packer shed a proud tear. Outside, the lightweight design and exceptional towing stability mean one thing: confidence. Even when the wind is doing its best to audition you for a flying lesson.

Engineered for the Journey, Loved for the Comfort

Built for explorers, weekend warriors, and families who believe that memories are made outdoors, Stealth Caravans don’t just take you places — they make sure you enjoy every moment getting there.

Because at the end of the day, adventure should be effortless. And with Stealth... comfort really does follow you.



CUB OVERLANDER



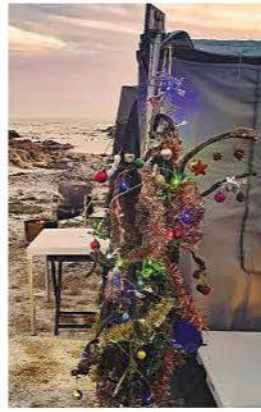
THE KUDU

Built for Adventure, Designed for Comfort

When you buy a Stealth, you’re not just buying a caravan — you’re choosing a smarter, smoother way to travel. You’re investing in freedom, quality, and a travel experience that brings confidence, convenience and comfort to every kilometre. Every trip feels easier, every campsite feels homier, and adventure becomes effortless. With rugged strength outside, thoughtful luxury inside, and comfort that follows you wherever you go, a Stealth isn’t just a caravan — it’s a lifestyle upgrade.

With Stealth, comfort that follows you isn’t just a slogan. It’s the promise behind every kilometre.

INBOX



another without flames to set the mood. (We jokingly renamed it "the ambulance fire"!)

As always, our meals centred around seafood straight from the ocean. My brother, James Laurence – our master crayfish diver – kept us well supplied with lobster, fish and mussels. Along with the seafood, our usual paella and mielie bread remained part of the camping ritual.

There was one big change this year, though: I parted ways with my old camp trailer, where I slept in a rooftop tent with a gazebo kitchen out front. I treated myself to a lovely little caravan with an outdoor kitchen – a 1994 Sprite Scout – and the bonus is that it comes with a tent, which means my kitchen is now "built in". I'm truly delighted with it.

I usually try to do all the setup work myself, but I sometimes run out of steam and have to take a breather. As I've mentioned before, I'm living with lymphoma, a type of gland cancer, but I stay positive and don't let it throw me off balance.

Unfortunately, I can't tow the Scout with my little car, so James fetched it for me, and friends returned it home afterwards.

We also really enjoyed our new neighbours this year: Ansuné Basson and Nikky Swart from Paarl, who camped next to us for three weeks.

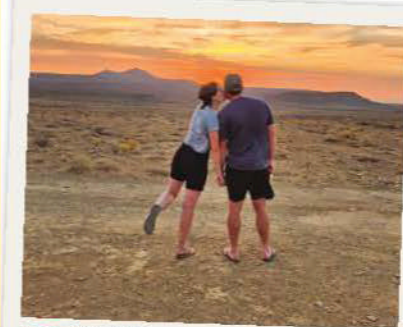
It's already Easter again; only eight months to go until the Scout gets its second stay at Tietiesbaai.

GRETHA SCHOONRAAD
Stellenbosch

Follow @wegrysleep on Instagram and tag your photos with #wegrysleep – we might feature them on our profile or in the magazine.



KATAVI NATIONAL PARK, TANZANIA
Photo @jewel4travel



TANKWA TIMES
Photo @roaming2adventures



YMANS DAM, TANKWA KAROO
Photo @rolbos_overland_za

INVADER VIATOR

The new era of luxury.

#2026

www.invader.co.za



A caravan carnival

The recent Caravan Show at Gallagher Estate once again confirmed how vibrant the industry is.



The annual Caravan Show is like the industry's hypermarket – everything under one roof. It is, after all, one of the largest indoor and outdoor living shows in the southern hemisphere.

Just short of 40 caravan manufacturers displayed their latest products, and visitors were treated to a packed showcase. It was the biggest show of its kind yet, says Hampie de Kock, the show director. Last year's 25 000 m² of indoor exhibition space was expanded to 30 000 m², and an impressive 25 000 visitors attended the show over the three days.

It was a successful event, and some manufacturers have already requested even larger exhibition space for next year.

It wasn't only the new products that made this year's show stand out but also the new directions several manufacturers are taking.

Conqueror unveiled a fifth-wheel caravan similar to those commonly seen in America. At the moment, it's still a prototype, but it nevertheless represents a first as a potential production model for South Africa.

AlphaGo impressed visitors with what the owner describes as the world's largest rooftop tent. What's more, it uses no poles, as the tent is supported entirely by air columns.

Invader revealed its new flagship model. This manufacturer now uses an electric pop-up roof that operates with two scissor mechanisms.

Another manufacturer is employing 3D printing for certain components; a new manufacturer showcased a massive slide-out rack with a false base for clever packing space; and another offers a rocker system on the chassis of its double-axle caravan.



Rhino-man

**One canopy. Two worlds. Endless possibilities.
From conquering 4x4 trails to cruising city streets,
Rhinoman Canopies has you covered.**



*Main image features the
Rhinoman Xtreme Canopy.



**DOUBLE CAB
XTREME CANOPY
R46 700 incl. VAT
& transport**



**DOUBLE CAB
XPEDITION CANOPY
R41 100 incl. VAT
& transport**



**DOUBLE CAB
LX CANOPY
R34 800 incl. VAT
& transport**

+ (27) 10 010 0060 | sales@rhinoman.co.za | rhinoman.co.za

AVAILABLE
FROM:

Rhino-man



BushCoOverland
South Africa





INVADER



INVADER VIATOR

INVADER

Invader's success over the years has largely been thanks to two models: the Duo (sleeping two) and Quattro (sleeping four), both of which were upgraded with an X variant about a year ago.

Now, Invader introduces a third model, the Viator, which also becomes the flagship. It adds two features the Duo and Quattro do not have: interior sleeping space and an internal bathroom.

Invader uses an air system to lift the Duo's roof, and actuators with unique hinges to deploy the two beds of the Quattro. The Viator's roof also lifts electrically, but not with the well-known electric motors. Instead, it uses a scissor mechanism. Two scissor assemblies are fitted on the short sides of the pop-up roof – each with two motors delivering 350 kg of pushing force – while two diagonal gas struts run lengthwise under the roof to prevent it from flexing.

The idea behind the Viator was to build a caravan that fits into a standard garage and runs neatly in the slipstream of the tow vehicle, says Dan-Pierre Louw, owner of Invader.

The electric roof was part of that concept, as well as a full internal bathroom. The result is a caravan that sets up effortlessly and makes camping easy.

When the pop-up roof is raised, a canvas section stretches down to the body, which means you have windows all around. In addition, a solid door frame folds down next to the doorway once the roof is raised, giving the Viator a solid door alongside the canvas wall.

Finally, the roof lifts high enough (800 mm above the body) for you to step inside the Viator upright. The bathroom is located on the right-hand side at the rear and also uses canvas upper panels as partitions. The shower is positioned in the right-hand corner in front of you, while the basin and cassette toilet are located to the right near the door.

A long worktop inside runs along the entire left-hand side, and at the foot end there are two benches with a tabletop that slides out on a frame beneath the bed.

A microwave fits into the outdoor kitchen, and two basins in a frame form part of the slide-out frame that houses the two-burner gas stove, with space for the fridge/freezer on the other side.

The power system is installed in the cupboard opposite the fridge/freezer in the right-hand panel.

The tare weight is 1 250 kg and the GVM 1 800 kg.

Duo and Quattro mean "2" and "4" respectively, while "Viator" is the Latin word for "traveller".

Price R585 000.

Contact 021 948 2754 • invader.co.za

A family of four is camping on a rocky beach. A man in a tan jacket and grey beanie is pouring from a silver thermos. A woman in a tan jacket and grey scarf is holding a silver mug. Two children in green jackets and beanies are standing nearby. A small table holds food and drink. A green tent is visible in the foreground.

**WHERE
YOUR
ADVENTURE
BEGINS**

THE ADVENTURER SERIES™

The Canvas Dome Tent, Perfected.

 Available as a 2, 3 and 4-Sleeper



ALPHAGO CUBE



ALPHAGO CUBE



ALPHAGO TENT



ALPHAGO CUBE

ALPHAGO

AlphaGo introduced the Cube Mini Pro and also expanded the bathroom compartment in its existing range.

The Cube air tent is new to AlphaGo's product line and works just like the tents on its camping trailers, using air columns to keep it upright.

Although the Cube is available as a standalone tent, AlphaGo has teamed up with Kammatech to create the Cube Mini Pro, a combined product.

The Cube, with an integrated mattress, fits as a rooftop tent on the TerraFirma Maxi off-road trailer (see details below). According to AlphaGo owner Donovan Marais, at 2,6 x 2,6 x 1,6 m, it's the largest rooftop tent in the world.

Like conventional rooftop tents, half of the floor panel folds open next to the trailer so the unit can deploy fully. Once unfolded, the tent's pillars are inflated from a central point using a portable electric pump. At 5 bar, the tent stands fully erected in about 4 minutes.

AlphaGo's bathroom compartment previously extended only to the trailer's door, but it now runs the full length of 5 m. At 2,5 m, it's also wider, and three panels divide the space into separate sections.

Kammatech has four standard trailers as well as a compact off-road caravan on the market. The standard trailers differ in size and weight, but all feature a stainless-

steel body and chassis. Each is supplied as an empty shell that you can equip to suit your needs, with anything from a roof rack, electrical system and internal shelving to a gas stove and geyser, water tank (50 l, 80 l or 100 l) and rooftop tent. Various kitchen layouts are available, and you can even design your own.

The four models are the Endura Mini (GVM 750 kg, tare 380 kg, unbraked), Endura (GVM 1 600 kg, tare 400 kg), TerraFirma 2.1 (GVM 1 600 kg, tare 450 kg) and TerraFirma Maxi (GVM 1 600 kg, tare 450 kg). The off-road caravan is called the SquareDrop and is available in two versions: the KT2 (for two people) and the KT4 (for four). It has a GVM of 1 600 kg (tare 500 kg) and an aluminium composite body.

Standard equipment includes lithium batteries, internal drawers, a 50 l water tank, gas geyser, LED lights and a 180° awning, and buyers can choose between three kitchen layouts.

Prices AlphaGo Cube Mini Pro R189 995 Kammatech Endura Mini R84 995, Endura R94 995, TerraFirma 2.1 R139 995, TerraFirma Maxi R154 995, SquareDrop KT2 R239 995 and KT4 R269 995.

Contact AlphaGo 050 020 9020

sales@alphago.co.za

alphago.co.za

Kammatech 082 708 8048

sales@kammatech.co.za

kammatrailer.co.za

(Kammatech has been appointed the Gauteng agent for AlphaGo.)



**PRETORIA
caravans
& OUTDOOR**
- SINCE 1968 -

SHOP ONLINE!
COUNTRY WIDE DELIVERY
www.pretoriacaravans.co.za
info@pretoriacaravans.co.za
Tel: 012 329 2259
c/o Johan Heyns Dr & Jacobs St
Gezina, Pretoria



The Number One Destination for...

New Caravans | Pre-owned Caravans | Parts | Camping Gear | Accessories



Get a free midweek getaway with every caravan purchase at



**Accident Damage -
Fibreglass repairs -
Fridge replacements -
Exterior kitchens -
Wood rot repairs -
Chassis Service -**

**Insurance claims -
Hail Damage -
Air conditioners -
Rebuilds -
Repairs -
Servicing -**

Maintenance | Installation | Repair | Restoration | Renovation

...Caravan Experts

www.caravanfitmentcentre.co.za
info@caravanfitmentcentre.co.za
Tel: 012 944 2487
c/o Johan Heyns Dr & Jacobs St,
Gezina, Pretoria

**Now open in KZN!
061 474 5568**





the **CUBE**

Air Tent

Remember the fights, the missing poles, the hour-long setup... and the nightmare of packing it all away into a micro tent bag?

Those days are over.

The Cube uses a patented heavy-duty air frame that inflates in **just 4 minutes** — no poles, no effort, no deflating overnight.

Spacious. Rock-solid. And when one isn't enough, zip multiple Cubes together to create your ultimate glamping escape.

Camping just got smarter.



BAG

Oversized carry bag makes packing away even easier



INTERIOR

10.5 SQM of floor space, 2m internal height



REINFORCED ANCHOR POINTS

8 Anchor points



TURBO PUMP

Inflates Cube in just 4 minutes



VENTILATION OUTLETS

Reduce condensation and improve air flow



WATERPROOF TAPED SEAMS

100% waterproof with 3000 PU waterproof rating

ONE BUTTON, **4 MINUTES**, YOU'RE DONE.



INFLATABLE



WATERPROOF



PACKED SIZE
97x65x51cm



5 YEAR WARRANTY



30KG
WEIGHT

www.cubeairtent.com

| email: Hello@cubeairtent.com

The world's most spacious off-road camper.

 ALPHAGO
OFF-ROAD | **THE NEW**
S6
AIR



No poles needed

Main tent, awning and bathroom self inflate to provide a massive living area.



Set Up In Under 5 Minutes

Designed to maximise camp time and reduce set up and set down.



Sleep up to 6 Comfortably

Extended family joining for the weekend away? No problem.



072 362 3175



info@alphago.co.za



www.alphago.co.za



AlphaGo Off-Road Camper/Trailers



OKTO

Okto offers a range of road and gravel-road caravans, but the Wasp – introduced here in 2025 – is its only off-road caravan. Now, the Wasp gets a bigger sibling, the XTrack. Okto also showcased a gravel-road version of its Castello, the Castello Gravellor, at the show.

Okto XTrack The XTrack is not simply a larger Wasp. Unlike the Wasp's bed, which is built across the nose of the caravan, the XTrack's bed is positioned at the rear, running lengthwise with a passage on the right.

The beds naturally determine where the door is positioned in the body: at the rear in the Wasp and at the front in the XTrack. Both models have a second door in the opposite side panel, and in both cases an outdoor shower tent is pitched against the body at this point.

When you step into the XTrack and look to the right, the main bed is against the left-hand panel, with a transverse single bed to your left.

The XTrack is longer than the Wasp, which means it also has a larger outdoor kitchen. The double sinks slide out on a frame on the far right, while the work surface folds down next to them. The cupboards behind it inside the body contain several shelves – some open and others with foam inserts for plates and cups. The fridge/freezer and two-burner gas stove are mounted on the same slide-out frame and pull out from the cupboard on the far left. This is a practical location for the stove because you can move around it easily. The microwave fits beneath the stove at the end of the drawer.

When you walk around to the A-frame, you'll notice something unique: a hatch across the full width of the body opens horizontally, with gas struts holding it up. Behind the hatch is a window next to the single bed.

The hatch serves two purposes: it protects the window while towing and forms a sunshade above it. And, explains Woody Loftus of Loftus Caravan City, this is where a double bed will fold out in future variants.

As mentioned earlier, the shower tent with its two compartments is set up at the right-hand door. Your hand basin slides out from the cupboard between the door and the nosecone.

The XTrack has a GVM of 1 750 kg and a tare weight of 1 380 kg. It rides on 17-inch wheels.

Okto Castello Gravellor The Castello is the fourth road caravan from Okto to receive a Gravellor variant, but it's the first in the gravel-road range with a fixed roof.

It's essentially the same as the Castello but built for tougher road conditions. The screws in the cupboards have, among other things, been replaced with bolts, the body receives a protective nudge bar underneath, and the tyre profile is slightly higher: 215/80/15C instead of 215/70/15C. As a result, the caravan stands 30 mm higher (2,68 m).

Prices Okto XTrack R617 000; Castello Gravellor R643 900.

Contact info@oktocaravans.co.za
oktocaravans.co.za



OKTA CASTELLO GRAVELLOR



OKTA XTRACK



SilverLakes

CARAVANS & TRAILERS

950 Lynnwood Road * Equestria * Pretoria

012 - 944 1919 * 012 - 807 5651

CARAVAN & TRAILER SALES & RENTALS



Caravans & Trailers

New
&
Pre-Owned

Trade-Ins Welcome



Venter

TRAILERS / ALL THE WAY BEHIND YOU!

SALES + RENTALS
new or pre-owned

Our workshop will get
your trailer in shape
and ready

Tough Enough for Any Load!

From bush to backroads, cows to couches – rent it or own it!



BOKSBURG

Shop No: 1*Venter Centre* Cnr/
North Rand & Rietfontein Rd.

011-826 1529

PRETORIA 950 Lynnwood Rd.*Equestria

012-807 5651



STEALTH KLIPSPRINGER



STEALTH KLIPSPRINGER

STEALTH

Stealth, which boasts an extensive range of road, gravel-road and off-road caravans, introduced two new "members of the herd": the Springbok and Klipspringer.

Springbok This is a smaller version of the Kudu off-road caravan and sleeps two instead of four. Garry Coady, owner of Stealth, explains that it's still a fully fledged off-road caravan that will be able to accommodate four people in future, with additional sleeping space similar to that in the Cub range.

Instead of a wet room as found in the Kudu, the Springbok has a second door where an outdoor shower tent can be pitched.

The roof lifts only at the rear, and when standing next to the bed, there is ample headroom. The bed, running from wall to wall, is built into the nose section, with two benches at the foot end. Cupboards fill the entire rear panel between the two doors.

For a caravan of this size, the outdoor kitchen is still generous, with a slide-out frame at the nose carrying a fridge/freezer and two-burner gas stove. The worktop is positioned between the slide-out frame and the entry door, with several shelves behind it. Items such as the two-burner gas stove and gas geyser (with two gas cylinders) are standard, as are the Victron power system, dishwashing basin, hand basin and shower, 100 l water capacity and a 270° swing-out awning.

The Springbok has a GVM of 1 500 kg and a tare weight of 900 kg, which is lighter than the Kudu's 1 800 kg and 1 350 kg respectively.

Klipspringer The Cub models are Stealth's smallest caravans and are available in three versions: the Lite for tar roads, the X-Country for gravel roads and the Overlander for off-road use. The new Klipspringer is a simpler version of the Overlander and leans more towards gravel-road use. Instead of 15-inch wheels, the Klipspringer gets 14-inch wheels with a 1,6 t axle rating. It also does not have the rear slide bars found on the Overlander, and the bed inside is permanent.

Its tare weight is 100 kg lighter than the Overlander's 840 kg, but you still have the same two GVM options: 1 100 kg or 1 500 kg.

Optional extras include the fridge/freezer, microwave oven, shower, geyser, cassette toilet and awning tent.

Prices Springbok R499 000; Klipspringer R310 000.

Contact 083 440 9441 • sales@stealthcaravans.co.za • stealthcaravans.co.za



STEALTH KLIPSPRINGER



STEALTH SPRINGBOK



STEALTH SPRINGBOK



STEALTH SPRINGBOK

BE PREPARED FOR EVERY **ADVENTURE**

Parked on the edge of adventure, with the 4x4 loaded, every moment is a chance to slow down, soak it in, and begin the next journey.



**OUTDOOR
WAREHOUSE**
for every adventure

SCAN STORE FINDER

For Your Nearest Store Or Call Toll-Free 0800 007 261



OutdoorW



Outdoorwarehouseza



NAYELA

Nayela introduced its first fixed-roof caravan, the Mahem, in 2025, and this year, a second model joins the range. The Bateleur is a single-axle model aimed at first-time buyers, says Niel Marais, owner of Nayela. It's a smaller caravan with basic equipment that can be upgraded later according to your budget.

The Bateleur is 1,5 m shorter than the Mahem's 7,3 m, and its tare weight of 1 300 kg is also 610 kg lighter. Its GVM is likewise 700 kg less than the Mahem's 2 300 kg. The interior width (2,1 m) and roof height (1,96 m) are the same in both models.

Although the interior space is smaller than that of the Mahem, the layout and sense of openness inside are impressive. The dinette is directly in front of you when you enter, with the island bed positioned at the drawbar end. It almost feels like a stylish bachelor flat, and the dinette can also fold down into a three-quarter bed.

The main bed is the same as the one used in the Mahem, and you also have the option of fitting the Mahem's full bathroom into the Bateleur – naturally at the expense of the dinette.

The Bateleur uses the same chassis as Nayela's Okapi X, and like the Mahem, the Bateleur's panels are constructed from honeycomb panels reinforced with aluminium.

The following comes standard: spare wheel, a 157 l upright fridge/freezer (220 V), 30 A Victron smart charger, the island bed and dinette that converts into a three-quarter bed, several power points inside and outside (12 V/220 V), and exterior kitchen cupboards with a worktop and cutlery. Optional extras include the slide-out kitchen with a two-burner gas stove, microwave oven, 32-inch smart TV, basins, an electric geyser, solar panels and an additional 85 l water tank, various awnings, an air conditioner, slide-out drawers, a bicycle rack and an upgrade to 12 V for the fridge/freezer.

Price R395 000.

Contact 058 863 1027

info@nayela.co.za nayela.co.za



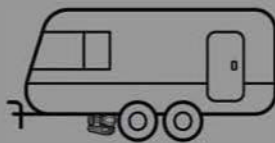
powrtouch

Now parking your caravan is child's play!

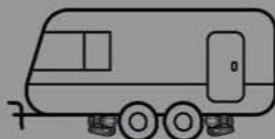
With 'auto-engage' technology
to make things as easy as possible!



Evolution (Single Axle)



Evolution (Twin Axle, 2 Motor)



Evolution (Twin Axle, 4 Motors)

GRATIS
5 JAAR

ONDERDELE & WERK
WAARBORG

CONTACT US

info@powrtouch.co.za

058 821 0189

www.powrtouch.co.za





ELXV

ELXV's flagship, the Ng'Ombe 5.7, has been completely refreshed, while its Diep Spoor model gets a new nose.

Ng'Ombe 5.7 As one would expect from ELXV, the Ng'Ombe is the embodiment of pure luxury in the bush. The king-size bed slides out electrically from the right-hand panel, while at the rear there are two single beds arranged lengthwise in the caravan, with a set of drawers between them. The upper section houses space for the optional air conditioner (10 000 BTU; 12 V or 24 V).

The bathroom is positioned in the nose section and gives the Ng'Ombe a distinctive character. It's a full bathroom with the shower and toilet separated, and the shower even has two doors – something you don't

see every day. As you enter the bathroom, the basin is directly in front of you with the toilet to the left. The shower is to the right behind a glass door, with a second door that opens to the outside so you can invite nature in while you shower. The shower has a handheld unit that can easily be used both inside and outside, which is handy if you want to rinse the beach sand off your feet before stepping into the shower. And if you prefer more privacy, a shower tent can be pitched, stored in a pouch above the door.

Standard equipment includes a 14 ℓ gas-electric geyser, two-burner gas stove and 9 kg gas cylinder, a 12-piece melamine dinner set, a 200 Ah or 100 Ah lithium battery (12 V/24 V), 30 A charger and a 135 ℓ aluminium water tank. Optional extras include a Vitrifrigo 250 ℓ Slim250

freezer; a 95 ℓ DW 100 fridge/freezer also from Vitrifrigo (both 12 V); a convection microwave oven, an additional 180 ℓ aluminium water tank and slide-out drawers.

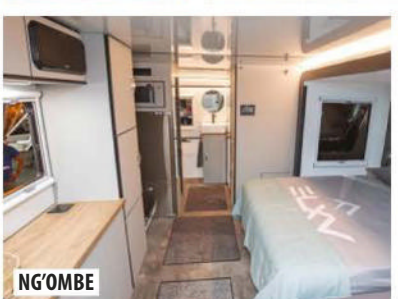
Diep Spoor The nosecone of the Diep Spoor is no longer part of the body but is now a separate unit mounted on the A-frame, which creates more space in the interior bathroom. Instead of curved sides, the front has a square nose, in which a window is now available as an option.

Like the rest of ELXV's models, the body is mounted on the manufacturer's distinctive aluminium chassis.

Prices Ng'Ombe 5.7 R1 350 000; Diep Spoor R950 000.

Contact ☎ 082 444 2850 or 084 550 2820

✉ info@elxv.co.za 🌐 elxv.co.za





OVERLANDER

The Overlander off-road camper has been built specifically as a luxury, comfortable and quick setup camper. It has independent suspension, which enables it to travel over any terrain.



AVAILABLE IN SINGLE AXLE (500) AND DOUBLE AXLE (590).

Contact details: 021 552 7752 | info@overlander.life | www.overlander.life

12 Fourth Street, Montague Gardens, 7441



www.facebook.com/OverlanderCampers



www.instagram.com/overlander_campers

CONQUEROR

Conqueror's local UEV range gains two new models: the UEV-14X as an entry-level model and the UEV-30X, a fifth-wheel caravan. In addition, the manufacturer's Australian UEV-570 and UEV-600 models are now also available locally.

UEV-14X This is Conqueror's smallest off-road caravan, designed for two people. "Small", however, is a relative term here, as the 14X boasts a slide-out kitchen and a king-size fold-out bed.

One of its major advantages is the interior packing space, explains Thinus de Bruyn. The 14X has no fewer than 17 cupboards inside (including hanging space), most of which are built into the left-hand and far panels in front of you when you step inside. (The bed folds out to the right.)

The inline gas geyser is located in the cupboard on the front right behind the nosecone, while the shower tent is pitched at the rear right-hand corner.

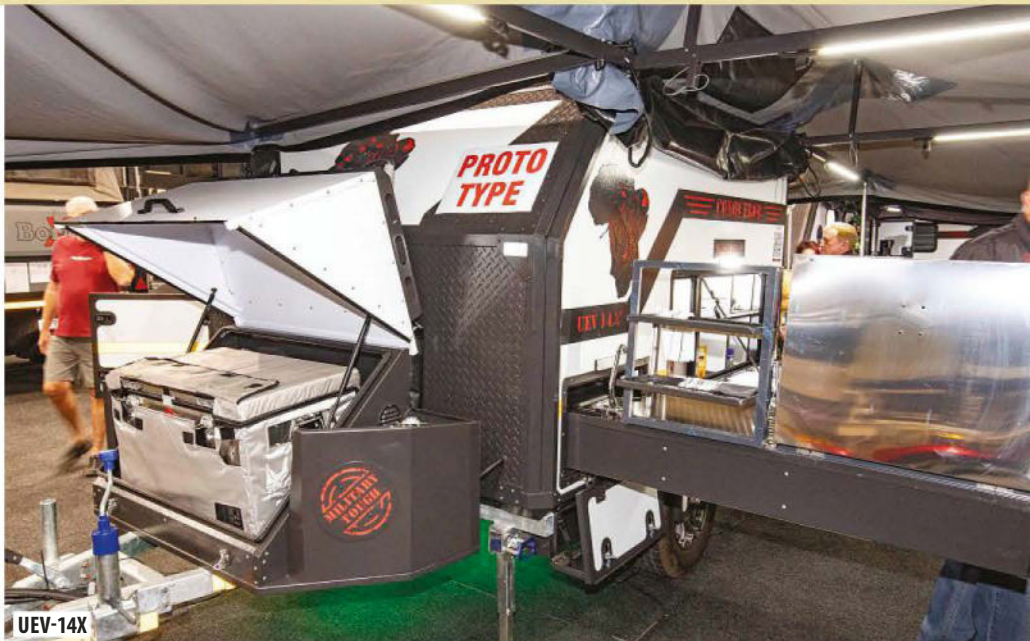
The 14X is aimed at lighter tow vehicles. It has a GVM of 1 400 kg (tare weight 1 120 kg), a water capacity of 170 ℓ, twin shock absorbers with independent coil springs and 16-inch wheels.

UEV-30X This colossal caravan is based on the popular American fifth-wheel and Australian gooseneck caravan concept. The coupling mechanism differs slightly, although the coupling itself is the same: it rests on the vehicle and does not hang from the rear. Instead, it sits on the bed of the tow vehicle.

This means you need a bakkie with a flat load bed so that the 30X's coupler can fit. For now, the tow vehicle receives a load-bed conversion, explains Thinus de Vries, owner of Conqueror, but the idea is to eventually develop a crossbeam that will fit into any bakkie's load bed.

Thanks to its size, the interior offers generous space and comfort. The layout can be divided into three sections: a lounge opposite the entrance door, where a double bed folds out from the opposite panel; a separate bathroom in the middle with a toilet and shower; and a wall-to-wall bed at the front.

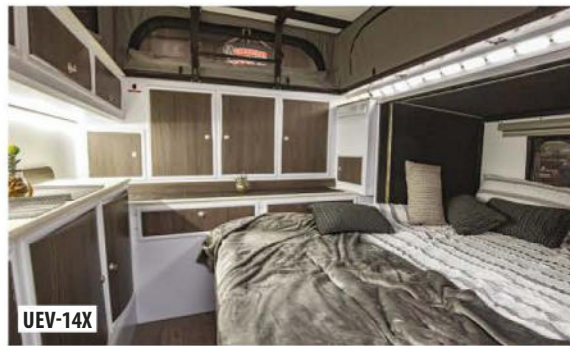
Standard equipment includes three water tanks (300 ℓ), a 12 000 BTU air conditioner, a 10 kWh power system, a geyser and interior and exterior fridge/freezers (173 ℓ and 82.5 ℓ).



UEV-14X



UEV-14X



UEV-14X



UEV-30X



UEV-30X



UEV-30X



UEV-600



UEV-570

The 30X is 8,238 m long with a GVM of 3 000 kg (tare weight 2 420 kg), although the show prototype may still change.

UEV-570 and UEV-600 Conqueror has exported products to Australia for the past 20 years – local models such as the Commander and Companion are sold there as the UEV-490 and UEV-440.

Now, South Africans can also consider Conqueror's Australian caravans, with the UEV-570 and UEV-600 being imported locally. The biggest change for the South African market is that the electric brakes are replaced with overrun brakes, but otherwise you camp just like the folks Down Under.

The UEV-570 sleeps up to five people (two of them in bunk beds by the door) and is equipped with a central diesel heating system and a wet room. The UEV-600 offers the same facilities but sleeps two people.

Conqueror celebrates its 30th anniversary this year, and all the 2026 models receive a special Legend 30 badge.

Prices UEV-14X R555 510; UEV-30X R1 900 835; UEV-570 R1 395 302; UEV-600 R1 420 916.

Contact ☎ 016 349 6533 📧 info@conqueror.co.za 🌐 conqueror.co.za



Embrace the outdoors.
Elevate your camping
experience with MEERKAT
premium gear.



TMCs

Tinmy The Tinmy is based on a teardrop trailer but is built so robustly that one would rather compare it to a compact off-road caravan. The name comes from “Tiny but mighty”, explains owner Francois Coetzee.

The Tinmy has a fibreglass composite body, and the outdoor kitchen is located at the rear. There is space for a fridge/freezer on a slide-out frame, while the gas stove is recessed into the worktop on the right with a wind shield around it. The microwave is built into the panel behind the stove.

The basin folds out next to the body at the kitchen, with the gas geyser alongside it, while the gas cylinder sits on the nearest mudguard. Both side panels have windows as well as doors.

Few things are as irritating as a light shining in your eyes while you're lying in bed, and Francois has a clever solution for this. A shelf runs along the length of the body near the roof with lights behind it, creating soft ambient lighting in the cabin.

The Tinmy comes standard with a 12 V battery and Victron charger, as well as a microwave oven, 40 l fridge, stove, 2 kg gas cylinder, cutlery and 15-inch wheels. You can upgrade the battery to a lithium unit and add a DC/DC charging system, as well as a roof-mounted slide-out frame with three ammo boxes. Optional extras include a swing-out awning (2,5 m, 180°), 5 l geyser, 50 l water tank, basin with stand and brakes.

GT Camper Since GT Camper acquired new owners*, the construction materials used in its two models, the Libra and Exclusive, have been upgraded. Instead of electro-galvanised sheet metal, stainless steel is now used for the body. The chassis remains galvanised.

The geyser at the front in the right-hand cupboard is no longer mounted on a slide-out frame but is now fixed in place.

A new model, the GT Lite, is also in the pipeline.

- Roadque, which has manufactured trailer components for more than 30 years, is the parent company of Trailer & Mega Custom Steelworx (TMCS) and GT Camper Off-Road Trailer.

Price Tinmy R259 000.

Contact 012 804 1967 or 012 003 4131

info@trailermtcs.co.za trailermtcs.co.za
or gtoffroadtrailers.co.za



NAYELA

oKapi

oKapiX

SaharaX



BATELEUR

NAYELA PRETORIA

063 720 1919/078 462 304730
SEFAKO MAKGATHO DRIVE (Zambezi),
PRETORIA

ALL OUT CARAVAN & LEISURE (CARA-CAMP)

021 852 8215
HAZELDEN DRIVE, SOMERSET WEST
BUSSINESSPARK, SOMERSET WEST
CAPE TOWN

NORTHERN NATAL 4X4 OUTDOOR CENTRE

034 312 5707
6 YORK ROAD, NEW CASTLE

4MATT CAMPERS

021 065 1815
27 PROTON CRESCENT
BELLVILLE

LOFTUS CARAVANS

011 792 1456
C/O REPUBLIC & RABIE STREET
FONTAINEBLEAU,
RANDBURG

EASTERN CAPE CARAVANS

041 581 5363
24 4th AVENUE, WALMAR,
PORT ELIZABETH



nayela.co.za



058 863 1027



sales@nayela.co.za



Nayela

ALUBLACK AND INFANTA 4x4

Alublack A canopy belongs on a bakkie, but now you can mount an Alublack canopy on a custom flatbed chassis and drive away with a unique off-road caravan.

Alublack manufactures canopies that fit all bakkies, and you can equip them however you like, with almost endless combinations. If camping is the goal, a rooftop tent, a proper power system (take a look at the Flexopower 3 000 W power unit if you want the best of the best), solar panels and fridges will likely be on your list.

A kitchen unit with drawers and a two-burner gas stove is non-negotiable, and the same applies to grocery cupboards – not to mention the gas cylinder and its holder. A gas geyser with all its plumbing and a water capacity of

160 ℓ rounds off the setup nicely. Now you can head into the bush with your bakkie and canopy and camp independently with all the luxuries at hand.

Once back home, you can simply remove the fully equipped canopy until your next trip.

Alublack has now developed a flatbed chassis with a built-in nosecone on which the canopy fits, and when you stand back a little, the unit resembles an off-road caravan. The chassis is that of an Infanta Enkulu 1, which means it will go wherever your off-roader can go.

Infanta 4x4 The Infanta Enkulu 2 now gains a variant with a wet room. The original model features a long work surface on the right that runs the full width of the caravan and can also serve as a single bed for children, but in the new

version, the counter is cut in half and the wet room occupies the rear section. It's a very clever use of limited space and a luxury in a caravan of this size.

The upright cupboard opposite the door has been removed, and the cassette toilet previously located in the lower section is moved to the right into the wet room.

The microwave oven remains under the counter near the door, just as in the original model.

Prices Alublack Canopies R76 475-R97 750; flatbed chassis R138 000;

Infanta Enkulu 2 Wetroom R583 792.

Contact Alublack ☎ 0860 148 200

✉ sales@alublack.com • alublack.com

Infanta 4x4 ☎ 028 512 3663

✉ info@infanta4x4.co.za • infanta4x4.co.za



ALUBLACK



ALUBLACK



ENKULU 2



ENKULU 2



ENKULU 2

ELXV
ELITE LUXURY OFF-ROAD VEHICLES



**DIEP SPOOR
(OFF-ROADER)
2 SLEEPER**



**GHARI 4.2 OFF-ROADER
2 SLEEPER**



**GHARI 4.7 OFF-ROADER
2 SLEEPER**



NG'OMBE OFF-ROADER
Available in 5.2 | 5.7
2-5 SLEEPER

ELXV Western Cape Showroom NOW OPEN

www.elxv.co.za



MOBI LODGE

Mobi Lodge's flagship, the Quattro, was introduced at last year's show and comes standard with a 1 kW inverter and a 210 Ah lithium battery. (The system fits inside a 90 l floor compartment.)

Now, the system can be upgraded to 4 kW. This includes an additional 3 kW inverter with an AC/DC charger. The 210 Ah battery is replaced with a 500 Ah lithium unit. The solar panels (along with two solar controllers) deliver a combined output of 1 900 W.

A newer air conditioner (12 000 BTU) – an inverter-type unit – is also available and consumes significantly less power than a conventional model, explains Marius Ras, owner of Mobi Lodge.

Price Inverter upgrade R85 000; Mobi Lodge Quattro R1 058 000

Contact ☎ 013 246 1327 ✉ marius@mobilodge.com

🌐 mobilodge.co.za



QUATTRO



QUATTRO

NALEDI

The large window panels on either side of the Naledi teardrop caravan are a unique feature, but the model is now even more streamlined.

The spare wheel previously mounted on the A-frame in front of the nosecone has been moved underneath the caravan and now sits on its own rack against the chassis. The open space on the drawbar therefore makes room for a cupboard with a gas geyser, says Andre Rutkowski.

The kitchen lights can now also be adjusted from a cool to a warm colour temperature.

A Naledi comes fully equipped and ready for camping. Standard equipment includes a microwave oven, gas stove and induction plate, a 50 l fridge/freezer, electric kettle, 50 l water tank and a power system with a 100 Ah lithium battery and a 100 W solar panel.

Price R299 000.

Contact ☎ 083 778 5555 ✉ andre@naledicampers.com

🌐 naledicampers.com



NALEDI



METALIAN

Metalian has updated the taps on its Maxi 4x4 model.

The pull-out tap in the outdoor kitchen has been replaced with a flexible hose, and the two taps in the nosecone are now combined into a single mixer tap.

Price R157 493.

Contact ☎ 021 903 9623

🌐 metalian.co.za



UNIPOD

UniPod's range of five models – the MicroPod, 4-XPod XL, BushPod, XpeditionPod and AdventurePod – will now be manufactured from fibreglass. This is a natural progression because Imagine TrailVan, which is built from fibreglass, and UniPod now share the same owner.

Until now, the UniPod's body was made from aluminium. The new fibreglass body still uses an aluminium framework with an insulation layer, but the exterior finish is different. This is especially noticeable at the joints on the corners, which now appear rounder and softer.

This is where UniPod applies technology: along the length where the rounded corners meet, a plastic joint piece produced with a 3D printer is fitted, explains Hugo Swanepoel.

The doors also receive an additional external seal. Apart from the obvious practical benefit, the outer seal also creates a neater finish.

Like the Imagine range, the UniPods' chassis are now galvanised instead of simply painted.

The geyser in the 4-XPod, which was previously mounted on the right inside the door, has been moved to the rear of the caravan.

Price UniPod 4-XPod XL R405 000

Contact 📞 012 002 5125 📧 hugo@unipod.co.za

🌐 unipod.co.za



4-XPOD XL



4-XPOD XL



VENTUREVAN



VENTUREVAN

IMAGINE

Imagine's ComfortVan 2.0, which was launched late last year, has received a name change and its bed now offers extra headroom. The bed of the VentureVan, as it's now known, is positioned lengthwise in the nose of the caravan instead of across it.

The solid curved section above the head of the bed can now open – at the push of a button. Not only does this add a window at the head of the bed, but it also provides additional headroom.

The newcomer's body is half a metre longer than that of its predecessor, which means the windows in the side panels are also longer. As a result, the fridge/freezer in the outside compartment stands parallel with the body rather than perpendicular. This creates more interior space and also allows for three drawers in the step leading up to the bed.

Price R525 000.

Contact 📞 083 251 6266

📧 hugo@imagine-trailvans.co.za

🌐 imagine-trailvans.co.za

ORCAA

Orcaa is a new manufacturer finding its feet among the old hands in the industry. It describes its Legacy model as a “compact yet heavy-duty off-road camping trailer” with a body made from aluminium and stainless steel on top of a galvanised high-tensile steel chassis.

The axle is rated for 1,5 t, with the option of fitting dual shock absorbers. The Legacy is designed to accommodate wheel sizes from 15 to 20 inches.

The Legacy is essentially an empty trailer that you can equip as you wish, but the 1,5 m slide-out drawer at the rear comes standard. It's a winner.

The frame is also multifunctional: the floor has eyelets to which you can secure items, meaning you don't have to reach deep into the trailer – simply pull out the drawer, secure your gear and push it back in.

Another clever feature is that the drawer floor consists of loose panels, each giving access to additional storage space underneath. And if you're not using the eyelets, you can simply flip the panel over so the eyelet faces downwards, leaving you with a smooth loading surface.

You can choose from 24 accessories, including two specific Orcaa products: the 270° awning (covering 13,8 m²) and the clamshell rooftop tent. Other optional extras range from a 12 V power system and geyser to a gas stove, 3 kg gas cylinder, jerrycan holder, 45 l fridge/freezer, roof rack and water system.

The GVM is set at 1 200 kg and the tare weight at 750 kg.

Price R215 000.

Contact ☎ 074 815 6370 or 073 705 0746 ✉ jason@orcaacampers.co.za 🌐 orcaacampers.co.za



ORCAA LEGACY



ORCAA LEGACY

OVERLANDER

Overlander has enlarged its awning: it now spans 10 m in length and the width has increased to 3 m instead of 2,5 m.

The independent suspension on its twin-axle model, the 590 Custom, works on a trailing-arm system and you can opt for air suspension. Two additional options have been added, explains Rudi Pretorius, owner of Overlander: a solid axle with parabolic leaf springs and a rocker between the leaf springs.

Parabolic leaf springs have fewer leaves that are thicker in the centre and narrower at the ends. They weigh significantly less but are designed to handle heavy loads.

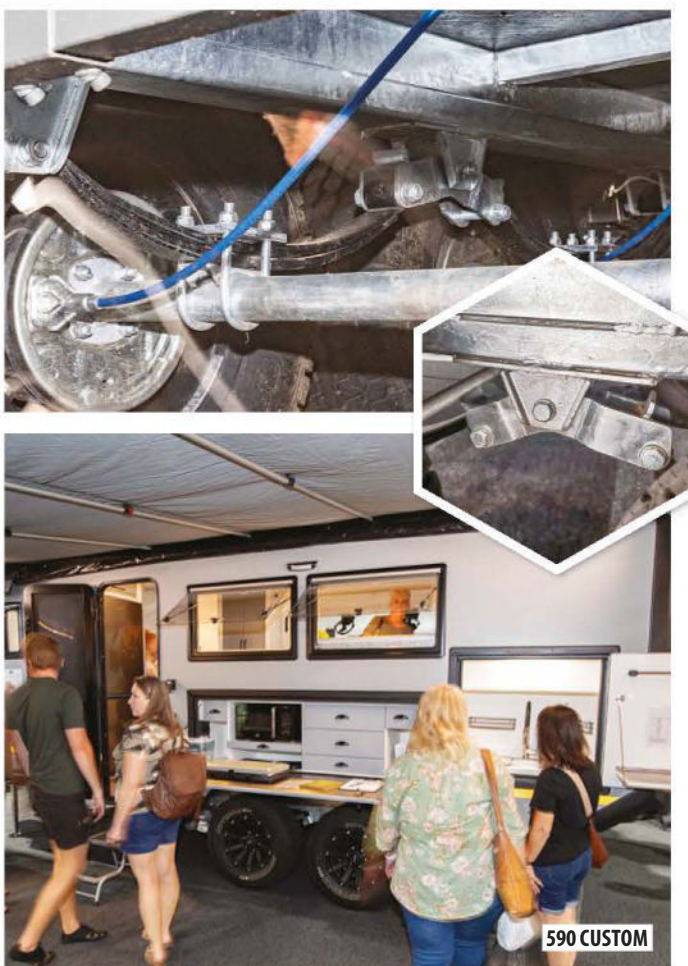
The rocker is the central pivot point between the two sets of leaf springs on one side, indirectly linking the two axles. The two ends of the leaf springs closest to each other are connected to the rocker. When one spring carries a heavier load – in other words, when it's pushed closer to the chassis – its end pushes the adjacent spring in the opposite direction via the rocker. This means the wheel with the lighter load now shares the burden – a remarkable system.

The 590 Custom also receives an "is" variant. This refers to "internal seating" and costs an additional R25 000.

The cupboards at the rear move to the left-hand panel, creating space for a small dining nook (which can convert into a single bed). The two windows in the left-hand panel move to the panels on either side of the dining area.

Price R1 144 825.

Contact 📞 021 552 7752 📧 info@overlander.life 🌐 overlander.life



OUTBOUND

OutBound, which focuses on smaller gravel-road caravans, has added an additional variant to its DB model: the DBXL.

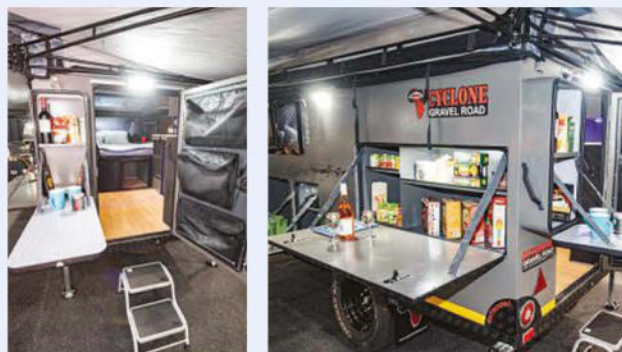
The nosecone of the DB (which stands for double bed) does not form part of the front section of the body but is instead a separate unit mounted on the A-frame. The DBXL still has a nosecone, but it's now built into the body.

This adds 60 cm to the interior space, explains owner Clive van der Vyver. The bed in the nose is 20 cm longer (now 2 m), and the outdoor kitchen is also longer. This means there is space for a 75 ℓ water tank (standard), as well as a hand basin and geyser.

Instead of a 270° swing-out awning, the XL comes standard with one that wraps around the entire caravan.

Price R385 900.

Contact 📞 011 974 5595 📧 enquiries@outboundcampers.co.za 🌐 outboundcampers.co.za



BRUISER 4x4

After show visitors got their first look at Bruiser 4x4's debut model, the Expander, last year, the manufacturer's entry-level model made its appearance this year. The Renegade also sleeps two people, but instead of a slide-out bed, it features a fixed queen-size bed. Unlike the Expander, it has an outdoor shower instead of a wet room, although you still get a basin and cassette toilet inside.

The serving hatch in the outdoor kitchen is a unique feature of the Expander and has been carried over to the Renegade.

The Expander's bed slides out from the rear, with the kitchen drawer sliding out underneath it. The Renegade's kitchen drawer slides out of the body just below the serving hatch, with the two-burner gas stove recessed into the unit.

The two models share the same dimensions (4,9 x 2,2 x 2,2 m) and GVM (1 800 kg), but the Renegade's tare weight, at 1 250 kg, is 150 kg lighter.

The water system is also the same: a 5 ℓ gas geyser and 3 kg gas cylinder, although the water tanks differ. The Renegade has a 60 ℓ tank that can be upgraded to 120 ℓ, while the Expander has two 75 ℓ water tanks. The electrical system is identical and includes a 100 Ah lithium battery and a 15 A Victron charger.

The body is constructed from stainless steel, aluminium and fibreglass with a Raptor coating. Optional extras include a shower tent, water-level meter, SnoMaster 12 ℓ or 81,5 ℓ fridge, a 170 W solar panel mounted on the roof, Victron inverter and DC-DC charger, and an air conditioner.

The range will soon expand with two additional models: the Commando and the Maximus. The former, which sleeps

two to four people, also features a rear slide-out bed plus a bench or bunk bed. The Maximus sleeps four and will include a bathroom on a double-axle chassis.

- Bruiser 4x4 was launched last year as the luxury arm of UniPod, but it now operates as a separate company.

Price Renegade R449 500.

Contact 📞 072 192 2845 📧 sales@bruiser4x4.co.za 🌐 bruiser4x4.co.za



BRUISER



BRUISER



SUMMIT

The fittings on all the doors and exterior storage compartments of Summit's Karenga have been upgraded. The manufacturer says the doors and windows now seal so well that the snorkel at the front is no longer necessary.

The Karenga (GVM 1 800 kg and tare weight 1 310 kg) is currently Summit's only off-road caravan, while the Everest is an off-road trailer.

Price R470 000.

Contact ☎ 012 803 6535 or 082 484 9848

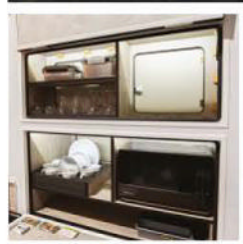
✉ info@frantelholdings.com 🌐 summitoffroad.co.za



KARENGA



KARENGA



COMFORT COUNTRY

QUANTUM

Quantum has updated some of its plumbing and also showcased its unique tent. The manufacturer no longer uses micro-switches in its taps but instead an automatic pump with a master switch.

The range's outdoor kitchen cupboards now have interior lights, and Quantum deserves credit for the modular panels in its caravan tents. The loose panels do not attach with zips at the top of the panel but instead slide into a long aluminium extrusion – similar to the system manufacturers use to thread a tent onto the side of a caravan.

It's therefore a modular system, allowing you to rearrange the loose panels like building blocks to create different rooms under the tent roof. Only the roof of the tents is model-specific, says Louie-Mari Pienaar of Quantum, but all the panels beneath it are interchangeable. (The tent attached to the caravan is included in the standard price.)

Contact ☎ 011 974 5595 ✉ info@quantumleisure.co.za

🌐 quantumleisure.co.za

TUFF CATS

Tuff Cats has added a Max variant with a longer roof to its Mbada range. The manufacturer showcased its 2D Max, which is based on the Nova 2D model with a few adjustments.

For example, the bed is positioned lengthwise at the front of the caravan, and the crossbeam above the head of the bed has been removed. The roof has therefore been extended to align with the head of the bed, creating considerably more space above it. The roof still lifts electrically.

• Look out for the Mbada 2D Max caravan test in the next issue.

Price Mbada 2D Max R535 000.

Contact ☎ 082 301 2393 ✉ sales@tuffcats.co.za

🌐 tuffcats.co.za



MBADA 2D MAX

BERG

The 2 x 1,85 m bed that slides out from the rear of Berg's CX6 model is one of its most distinctive features, but the canvas panels alongside the bed have been replaced with solid panels. They can still swing open upwards like a window and there is still mesh between you and the outside world to keep insects out.

The solid panels are safer, but you won't feel boxed in because each panel has two sliding windows.

Two single beds (2 x 0,75 m) along the side panels form part of the CX6's standard layout, but two new options are now available: the opposite single bed can fold up to form two benches with a table, or you can choose a larger bench and table that converts into a three-quarter bed. In this configuration, the single bed closest to the door becomes a long bench that runs up to the slide-out bed.

The bathroom is located at the front of the CX6, and a mesh panel above you – allowing a view of the blue sky – is a new addition.

Berg uses freestanding corner stabilisers operated with cranks, but sales director FC Buys says they function more like jacks. Buyers can also use a drill to adjust the corner stabilisers, as the crank can be replaced with a bolt fitting.

Loops at the top of roll-up canvas windows are often a nuisance. Berg's version rolls up and is secured at the top with magnets – clever!

Price R589 950.

Contact 012 004 0958 • info@bergoffroad.com

• bergoffroad.com



BORDERX

BorderX has added a second double-axle model to its standard range: alongside the Expedition model, there is now also the new Crawler. Owner Werner Pretorius says the Crawler is essentially a twin-axle version of the Outpost model.

An extra set of wheels has a significant effect on a caravan's weight. Apart from the obvious advantages of two axles, you sacrifice about 400 kg: the Outpost has a tare weight of 1 250 kg, while the Crawler's is 1 650 kg.

The increased GVM compensates somewhat for this; it now stands at 2 000 kg compared with the Outpost's 1 800 kg. A GVM of 2 000 kg is among the lighter figures for double-axle caravans.

The two caravans share the same width and height (1,92 m and 2,22 m), but the Crawler is slightly longer: 6,14 m compared with 5,85 m.

Otherwise, the Crawler offers the same options as the Outpost: a choice between a king-size, queen-size, island, or two single beds; and then a choice between a full bathroom, a wet room or a separate toilet.

Price R675 000.

Contact 012 055 5685 • info@borderx.co.za

• borderx.co.za

FREELINE

Freeline's Maverick model is now 30 cm longer and is called the Maverick Untamed. The double bed makes way for a queen-size bed that slides out from the right-hand panel.

The bathroom is built into the nose and the shower and toilet swap places: the shower is on the right (the geyser is also on this side) and the basin is directly in front of you as you enter the bathroom.

The upright fridge moves from the cupboard in front of you as you enter to the door on the left. A grocery cupboard now fits in the original fridge's place, with the lower section housing a laundry hamper.

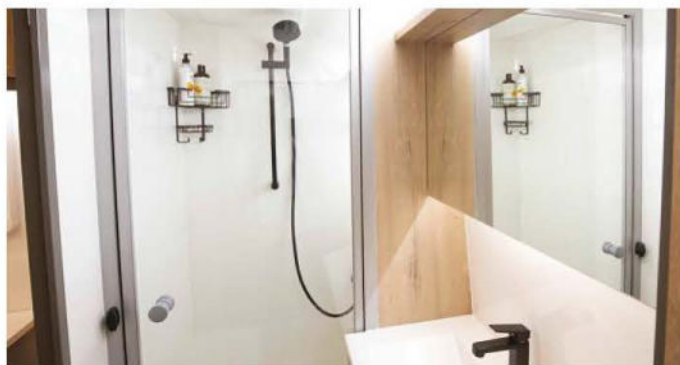
Between the door frame and the fridge are two distinctive slide-out cupboards. These pull out into the doorway, which means you have to stand outside the Maverick to use them. The upper cupboard has two drawers for spice bottles and the lower one has space for wine bottles. The upper section of the door now also features a window.

The nosecone door no longer swings open but instead slides forward slightly and then lifts out of the way parallel to the body.

Price R697 000.

Contact ☎ 078 099 4567 or 078 967 6791

✉ info@freelinecampers.co.za 🌐 freelinecampers.co.za



CASCADE

Cascade has completely redesigned the interior layout of its Grand model and, says owner Riaan van Helsdingen, the head of the bed and the benches now receive leather upholstery.

The bed, which previously stood across the rear of the caravan, is now positioned at the front in the centre – a more conventional island bed. This means the door, previously located on the left-hand panel, moves to the rear. The U-shaped benches of the previous version near the door have been removed and there is now a dining nook opposite the door that can also convert into a bed.

The bathroom – previously running lengthwise along the right-hand panel – now runs across the rear panel. It is therefore on your right as you enter, with the basin in front of you, the toilet to the right and the shower to the left.

The newcomer's body is 3 cm shorter than that of the previous model (7,02 m compared with 7,05 m), but overall it's 3 cm longer (8,3 m compared with 8,27 m). The rest of the specifications remain unchanged: sleeping space for two to four people, 2,42 m wide, 2,6 m high, tare weight 1 750 kg, GVM 2 200 kg and 15-inch wheels.

Price R745 000.

Contact ☎ 082 440 5957 ✉ info@cascadeleisure.co.za

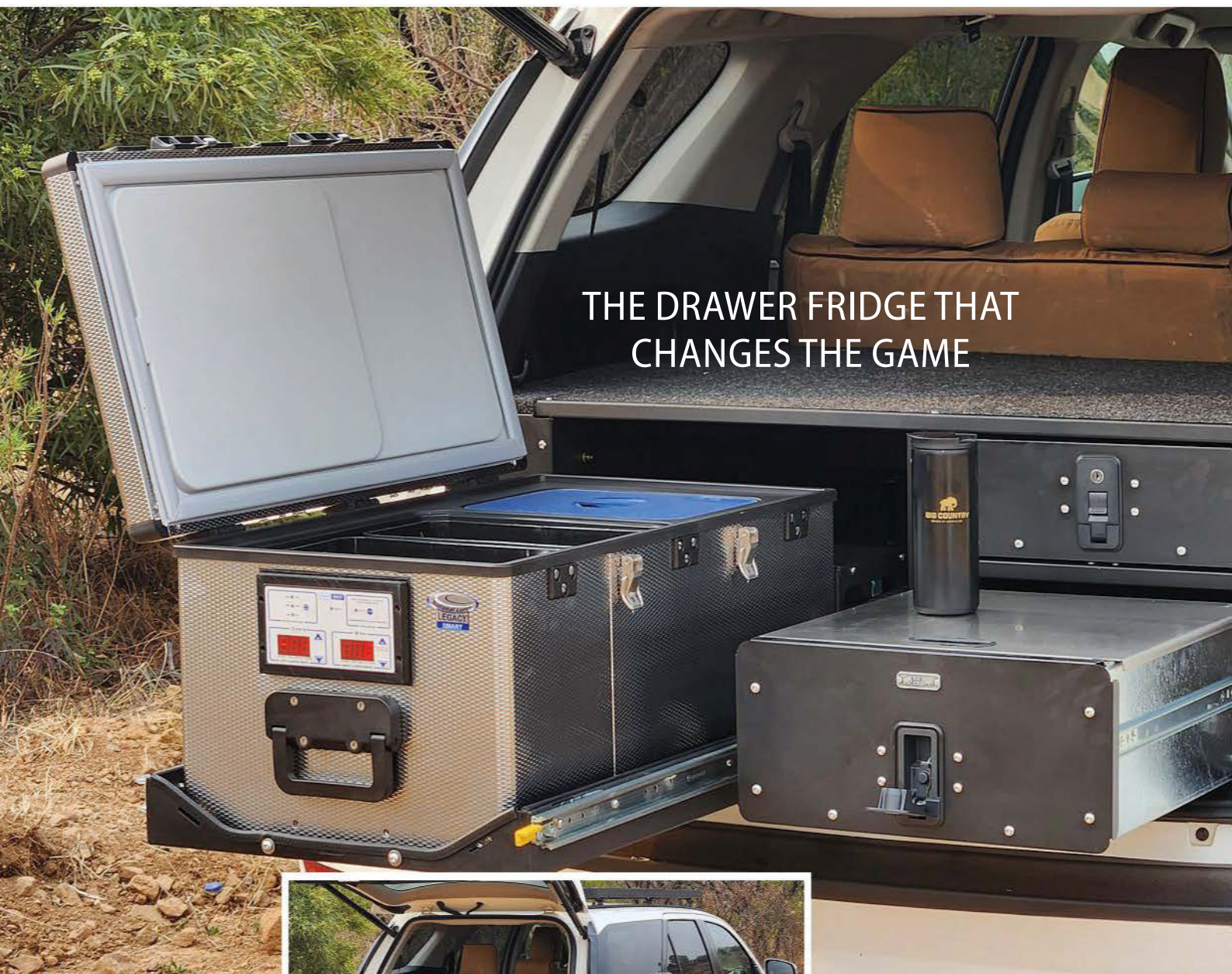
🌐 cascadeleisure.co.za

Prices were valid for the duration of the show and may differ from prevailing retail prices.



GAME CHANGER

THE DRAWER FRIDGE THAT
CHANGES THE GAME



At Big Country, we're constantly evaluating new products and concepts through a simple lens: Does this genuinely improve how people camp and travel?

When National Luna launched their new Drawer Fridge range, we immediately saw more than just another fridge. We saw a shift in how 4x4 owners could think about storage altogether.

» The Big Country drawer system doesn't just seamlessly integrate the new low-profile National Luna, it also incorporates a built-in dual-battery system at the rear of the drawers.



A FRESH APPROACH TO A FAMILIAR PROBLEM

Let's be honest – the 12V camping fridge market hasn't seen a true shake-up in years. Sure, there have been upgrades like Bluetooth apps and cosmetic tweaks, but the fundamental format has remained the same: a high-profile fridge bolted on top of a drawer system, with a drop-down slide and/or protective cage. Plus, the inevitable loss of valuable packing space.

Then, National Luna went back to the drawing board. By relocating the compressor, fan and much of the pipework to an external side-mounted frame – and moving the control panel to the front for easier access – they created an ultra-low-profile drawer fridge designed to integrate seamlessly into a storage system.

- No drop slide.
- No bulky cage.
- No wasted space.

From our perspective, that's where things get interesting.

WHY IT MATTERS FOR 4X4 OWNERS

Traditional fridge setups often dictate how the rest of your load bay is configured. You build your packing system around the fridge. The Drawer Fridge flips that logic.

Because it operates as a true drawer unit, it allows for:

- Cleaner integration into a purpose-built storage system
- Improved packing efficiency
- Better weight distribution / centre of gravity
- Faster, easier access

For touring vehicles, overlanders and serious campers, that's not just a convenience – it's a fundamental improvement in vehicle setup.

BIG COUNTRY'S TAKE

The moment we saw the concept, we knew it deserved a storage solution designed specifically around it – not retrofitted as an afterthought. That's why we developed a dedicated drawer system engineered to accommodate the National Luna Drawer Fridge perfectly.

The result is a cohesive, purpose-built installation that maximises space while maintaining the strength, durability and practicality for which Big Country systems are known.

We've already seen how transformative this configuration can be in real-world builds – from single-fridge setups to twin installations in larger vehicles. The flexibility opens up new possibilities for how people pack, travel and camp.

THE FUTURE OF OVERLAND STORAGE?

We believe this isn't just a new fridge. It's a rethink of how a 4x4's load bay can be structured. When the fridge and drawer system are designed to work together – rather than compete for space – the entire vehicle setup becomes more efficient, more practical, and more refined. And for serious adventurers, that's exactly the direction things should be heading.

Our drawer systems for the National Luna Drawer Fridge are available in various sizes and priced from R30 000.

For more information and detailed pricing, call (011) 795 9700 or email admin@bigcountry.co.za and speak to the Big Country team today.

« We have a long-standing history of supplying and installing National Luna fridges, which is why we were eager to be the first to market with this exciting new opportunity.



» An example of a twin-fridge setup, custom-built by Big Country. The layout features two 60-litre single-compartment Drawer Fridges, which can be used as a fridge on one side and a freezer on the other, or as a combined fridge option of 120 litres



The Chery on top



Chery confirmed in February this year that it will bring a double-cab bakkie to South Africa. **Cyril Kloppe** looks at what we can expect.

This marks the Chinese brand's first entry into one of the most competitive vehicle segments in the world.

The new model, currently known as the KP31 (it may receive a different name in South Africa), is expected to arrive locally in late 2026 or early 2027. Initially, it will be powered by a diesel plug-in hybrid (PHEV) drivetrain.

What do we have here?

Diesel-hybrid vehicles are fairly uncommon, and Chery says it combines a 2,5 l turbodiesel engine with electric motors to generate maximum torque.

The bakkie will be built on Chery's new Kaitan ladder-frame chassis. This platform has been designed to accommodate internal-combustion engines, electric motors or a hybrid of the two, as in this case.

Chery also notes that the KP31's chassis focuses on structural strength, durability and versatility. The double-cab bakkie will, for example, be able to carry a payload of at least 1 000 kg and tow a braked trailer of 3 500 kg. The load bin is reportedly designed so that the wheel arches intrude minimally, allowing you to load a standard Euro cargo pallet.

Four-wheel-drive capability is also a priority and the production model is expected to feature front, centre and rear differential lockers, as well as a low-range transfer case and dedicated electronic drive modes.

The bakkie can also brake an individual wheel to act as a kind of anchor when you need to turn sharply through a 4x4 obstacle. Additional off-road features include underbody protection, integrated recovery points and a raised air intake that should allow the vehicle to drive through fairly deep water.



Following the launch of the diesel plug-in hybrid, Chery plans to expand the range with a petrol plug-in hybrid model. Exact specifications were still scarce at the time of writing, but Chery promises to release more information in the coming months.

What is Chery's plan?

Verene Petersen, Chery South Africa's national marketing manager, says the KP31 is an important step in Chery's strategy for global product expansion. The bakkie segment is a core category in many markets, and this model has been developed to meet the high standards customers expect when it comes to durability, versatility and capability.

She adds that the introduction of a diesel plug-in hybrid drivetrain reflects Chery's continued commitment to advancing new-energy technologies across various vehicle segments.

Traditional bakkie manufacturers such as Toyota, Ford and Isuzu will have to pull up their socks if they want to stay ahead. Judging by the growing number of BYD bakkies we're seeing on our roads these days, the Hilux, Ranger and D-Max can no longer take their places on the podium for granted.

Meet the iCaur

Yet another new Chinese brand is heading to South Africa, and its first vehicle is an electric SUV. **Cyril Klopper** takes a closer look.

This new brand is the result of a collaboration between Chery and SmartMi Tech. iCaur was established two years ago in China, where it is known as iCar – the slightly unusual spelling of the name iCaur is due to copyright restrictions outside China.

The model on this page is called the iCaur V23, and it is the company's second vehicle since the iCaur 03, which is sold mainly in Indonesia and Thailand.

What do we have here?

The V23 is said to introduce a new approach to electric SUVs. According to iCaur, the square bodywork combined with modern electric components blends nostalgic design with contemporary technology in a package aimed at buyers looking for something different.

Two trim levels will be available at launch in May this year: the V23 2WD and AWD. The former is equipped with a 60 kWh battery and a single electric motor. The AWD version,

by contrast, features a larger 82 kWh battery pack and two electric motors – one on each axle for four-wheel drive.

When you plug a V23 into a fast charger, the 2WD can reportedly charge from 20% to 80% in 36 minutes, while the 4WD completes the same charge in just over 40 minutes.

The V23 uses disc brakes on all four wheels, with air-cooled brake discs at the front. The suspension consists of MacPherson struts up front and a multi-link setup at the rear. The 2WD models ride on 19-inch wheels with 255/55 tyres, while the AWD gets 21-inch wheels fitted with 265/45 R21 rubber.

Customers can choose from three interior colour options (it's not yet clear which colours these will be), and both versions come standard with leather upholstery, electrically adjustable front seats, a seven-speaker sound system and a 15,4-inch touchscreen in the centre console with Apple CarPlay and Android Auto.

In terms of safety, the V23 features six airbags, ISOFIX child-

seat anchor points, electronic stability control and traction control. The four-wheel drive V23 also receives an additional suite of driver-assistance features such as adaptive cruise control, lane-departure warning, blind-spot sensors and collision warning. The two-wheel-drive model is equipped with conventional cruise control and a reversing camera. LED headlights are standard on both models.

What is iCaur's plan?

Shannon Gahagan, national brand and marketing manager at iCaur South Africa, says the V23 represents an important

step for the brand locally. It combines distinctive design, modern electric performance and innovation, supported by a strong standard specification, in a way the company believes will appeal to local buyers.

Drive & Camp thinks it's a bold move by iCaur to bring a fully electric SUV to South Africa. The 4x4 version in particular raises a few eyebrows, as we're not aware of fast chargers at Twee Rivieren in the Kgalagadi nor in Maun in Botswana. Let's just hope South Africans don't start associating the name iCaur with the disappointed expression, "Ai, car".



The thorn in the

We follow one of South Africa's most temperamental rivers from its source to the point where it hands its waters over to a more steadfast river. Along the way, we engage four-wheel drive and meet the people who've made peace with this river's moody nature.

Words and photos **Cyril Kloppe**

elephant's foot



“

Sometimes it's not obvious
where a river truly begins. Is it
where you first see water?

”



The Doring and Olifants rivers are both nearly 300 km long. Although the Doring is dry for much of the year – with water only in its upper and lower reaches – it roars to life in the Cape winter, flowing full length from start to end. In fact, it runs so strongly between July and October that several adventure operators offer white-water rafting trips during this period.

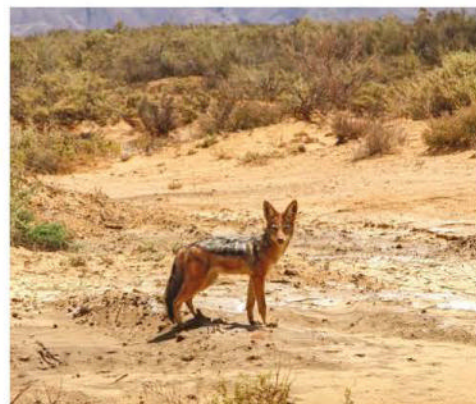
On this journey, we trace the Doring from its humble upper reaches in the Warm Bokkeveld, travel through the Tankwa Karoo where its waters thin out, continue through the Cederberg (where

the river is almost bone-dry), move into the Biedouw Valley, and finally reach the Olifants River Valley – home to the eponymous, exemplary Olifants River that always carries water.

Sometimes it's not obvious where a river truly begins. Is it where you first see water? Or does the source lie in the farthest dry upper reach, hidden in a deep ravine? The Doring River spares us the debate, because its official eye is a spring that bubbles year-round. The spring's GPS coordinate is S33.25225 E19.65312.

You unfortunately can't drive right up to it unless you get permission from the owner of the farm on which the spring lies. The closest public road to the Doring's source is the Bo-Swaarmoes Road, about 40 km east of Ceres. Stop at S33.25346 E19.65687 and look for a green patch of reeds and shade trees beyond the stock fence, about 300 m from the gravel road – that's the spring.

From here, we follow the Bo-Swaarmoes Road eastwards until it ends at the tarred R46 regional road. Turn left at the T-junction; shortly afterwards we cross the Doring River



WHERE THERE'S WATER. The Doring River starts near the Waboom mountains (opposite page) and cross the plains of the Tankwa Karoo south of the Roggeveld mountain range (below). There are a few nature reserves such as Inverdoorn and Sadawa where you'll see large game, but small wildlife like black-backed jackals (above) are a common sight along the public roads.



for the first time. On our visit this past February, the water barely reached big-toe depth, but in earlier years, we've seen it run knee-deep during the colder months.

Instead of following the R46 back to Ceres, we turn right onto the R355 towards Calvinia – known as the longest uninterrupted gravel road in South Africa. Stay on the R355 through the Karoopoort, which marks the boundary between the Warm Bokkeveld and the Tankwa Karoo. As soon as the poort opens onto the Karoo side, we turn right onto the R356 towards Sutherland and

cross the Doring for the second time. Here, the riverbed is usually bone-dry in summer, though we still spotted a few damp patches in the sand.

We now pass the Inverdoorn Game Reserve and cross the Doring a third time. If you're doing the route late in the afternoon, a stopover at Inverdoorn is an option, though accommodation is on the pricey side – around R7 000 p.p.p.n. for an upmarket chalet.

Another choice is the Sadawa Wildlife Reserve, barely 5 km after the third river crossing. Here, André and Mariechen Vermeulen welcome visitors warmly.

Sadawa was established in 1992 by André's parents, Ockie and Dalene, and the vision remains to restore this slice of Karoo along the Doring River to its natural state. You'll spot gemsbok, eland, springbok and zebra grazing here, and André and Mariechen are always keen to share their veld knowledge.

Accommodation at Sadawa costs R1 100 p.n. for a chalet with a double bed and single bed, and R4 000 p.n. for a farmhouse that sleeps 14 guests (which works out to R285 p.p.p.n.). Visit sadawa.co.za to book, or call 078 422 6226.



NEW ENERGY. Grootfontein (right) is a solar farm that contributes 273 mW to the national grid, and the Tankwa Padstal (opposite top) will satisfy the hunger and thirst of travellers. The arid landscape does actually have water, as can be seen by the amount of wind pumps. Lemson Chiguduri (opposite middle) has a beer with your name on it.





During our visit, however, it was far too early to settle in, so we pressed on to our next point of interest. Cross the Doring a fourth time via a low-water causeway and notice how battered the veld looks along the river's path – a sign that the Doring can become furious when fed by heavy rain. A black-backed jackal trots across a low dune, stops, and stares intently at our vehicle, as if weighing up whether we'll complete the route successfully or run into trouble.

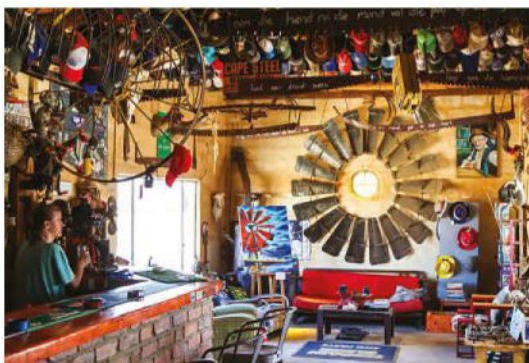
Something glints in the distance to the right of the road. It's the Grootfontein PV farm, where thousands of solar panels generate a combined 273 mW of electricity. It's just a fraction of what Medupi in Limpopo can produce (at 4 800 mW, South Africa's largest coal-fired power station), but there's no pollution here, and its boilers don't explode every few months either.

Exactly 20 km after our fourth crossing of the Doring River, at S32.85413 E19.98004, we turn left onto a narrow gravel road. The turnoff has no road sign, but there is a hand-painted board in graffiti-style lettering that reads: Bike X Cape.

The Bike X Cape tented camp is located on Rietfontein farm and is a favourite among adventure motorcyclists. It's run by former Magaliesburger Mariette Maartens, herself an accomplished rider, with the help of her dependable barman, Lemson Chiguduri. Mariette's husband, Gus, passed away in July 2025 and the loss is still raw, but it's a lovely place to stop in, chat and listen to Mariette's stories about the Karoo – especially her wedding day at the Tankwa Padstal, our next stop, barely 10 km from here.

The well-known farm stall owes its existence in part to the free-spirited Walter "Wally" Lange, who bought the Karoo farm De Vloeren in 2003. Wally and his wife, Henrietta, were initially smitten with the quiet of the Karoo, but when Wally's brother Hein and his wife, Susan, came to visit, they suggested starting a farm stall for the local community.

Hein and Susan immediately bought a portion of De Vloeren from Wally and began building the farm stall. What started as a small shop selling canned food, bonnets (the headwear, not car part) and cough syrup gradually expanded to include a kitchen, swimming pool and bar. Wally and Henrietta eventually



moved to Nieuwoudtville, Hein suffered a stroke, and of the original foursome only Susan remains to run the farm stall – with help from many local hands who cook food and pour drinks.

Susan invites you to stay for lunch. A basic beef burger and chips costs R110, while the UFO burger (weirdness is a recurring theme in the Tankwa Karoo) with cheddar and extra pastrami goes for R180. Milkshakes cost R60 and black coffee R30. Wally's bar, named Werkswinkel, serves ice-cold beer and hard liquor if you're after something stronger. Between bites of your burger, Susan tells how the veld can be completely washed out when the Doring comes down in full force.

The R355 has decent drainage systems, yes, but in some years the water runs so strongly that Susan becomes stranded

on the farm. Her farm stall sits neatly between the Doring and the Ongeluk River, and if both are flowing, the free guest wifi is sometimes her only connection to the outside world for weeks at a time.

We follow the R355 northwards over the gently sloping Papkuilsnek Pass and drive past the Halfway House pub, where mostly Isuzu bakkies fitted with sheep rails and local number plates stand lined up outside.

Roughly 65 km north of the Tankwa Padstal, we spot a sign directing us to the Stonehenge Nature Reserve; we turn right here, towards our overnight stop: the Tankwa Tented Camp.

The owner, Henk van Niekerk, says the Doring River runs too far from Stonehenge to cause him any real trouble. The worst that could happen

is that he has to take an inconvenient detour via Calvinia when he needs to go to Cape Town and the low-lying parts of the Tankwa Karoo are underwater.

After visiting the AfrikaBurn festival plain at sunset to see the last remaining art installation – the one that survived the burn – we stop at the Stonehenge bar, where one of Henk's right-hand men, often Deon Joubert, tends the counter if he's not helping out at the Tankwa Padstal. If you explain tomorrow's route to Henk and his team, they'll tell you whether it will be drivable or not, because the low-water crossing through the Doring River at Uitspankraal can be challenging at times.

Tonight, we light a braai fire and admire the brightest night sky in the entire country. Feel free to make a wish when you see a shooting star streak

“

This is a rocky twin-track road with several farm gates you'll need to open and close...

”





I want to go too!

Can I drive it on my own? Yes, the route follows public roads. Just note that if the Doring River is flowing in winter, it's safer to travel in convoy with at least two vehicles.

How long? The route is 370 km and you'll cover it over 2-3 days.

What should I drive? It's gravel all the way. While 4x4 isn't strictly necessary in summer, we still recommend it.

Can I tow an off-road trailer? Yes. Most of the gravel roads are wide, and even the two-track sections can handle an off-road trailer. 4x4 motorhomes are also fine. Avoid standard motorhomes with low clearance – and conventional caravans are a definite no.

How much fuel do I need? You should be able to cover 400 km on a tank. Fuel, especially petrol, is available at a few guest farms for the adventure-bike crowd.

Can I bring my dog? Yes, but always check with the places where you plan to overnight.

What emergency gear must I pack? A tyre-repair kit is essential. These gravel roads are notorious for shredding sidewalls.

Can I ride a motorbike here? Absolutely. It's a favourite playground for adventure riders.



PARTY. The AfrikaBurn festival grounds play host to thousands of free-spirited pilgrims who make the Karoo their temporary home once a year. If you see a cairn next to the road (opposite page), it will likely indicate a pot hole – it's not an invitation to stack more of them.



across the heavens – but don't stay up too late; tomorrow promises to be a demanding day.

We leave the Tankwa Tented Camp early in the morning, taking a last look at the weird AfrikaBurn sculptures that have accumulated on Henk's farm over the years.

At the R355, we turn right towards Calvinia and drive 40 km north to the Uitspankraal turnoff (S31.99066 E19.71625), where we swing left. This is a rocky twin-track road with several farm gates you'll need to open and close behind you. Before long, we crawl up the Uitspankraal Pass in first gear – engage four-wheel drive here to protect the road surface (you won't be travelling faster than 5 km/h in any case). Be especially alert for sharp rocks that can shred your tyres.

At S32.02444 E19.43986, about 28 km from where we turned off onto the

Uitspankraal road, there's a gorge to the left of the track. In the rainy season, two waterfalls plunge over the cliffs into this gorge. In our minds' eye, we can picture how spectacular it must look, but it likely also means you won't be able to drive across the Doring River farther downstream. Prepare yourself for the possibility of having to turn around and follow the Soutpan Road (and then the R364) to Botterkloof, where you can cross the Doring on a proper bridge.

As mentioned earlier, the Doring River was mostly dry during our visit, and we could indeed cross it at Uitspankraal. Engage four-wheel drive if you haven't already done so on the mountain pass, because the sand is loose and the boulders are big. Our vehicle didn't have four-wheel drive, but after dropping the tyre pressure to 1.8 bar – and biting our fingernails – we managed to climb the far bank on the third try.

Adventure motorcyclists have it slightly easier, thanks to a raft on the riverbank known as the SAS Willehond. Bikers strip to their underwear, push one motorcycle at a time across the turbulent water on the raft, then return for the next bike. It may be a chore, but it's also the kind of adventure they'll be bragging about for years to come.

Your rig, however, won't fit on the SAS Willehond, and you'll have to wade through on foot (also in your underwear) to feel where the biggest boulders lurk and to gauge the depth of the water. Many a holiday rig has met its maker at this crossing when the river is in full flow – so don't feel bad if you choose to turn back instead.

Barely 100 m beyond the river crossing lies the social hub Jai Yen Yen. Your host is Kyle Pretorius, whom you'll likely find in the garden, lovingly watering his precious 6 x 6 m patch of lawn. A lawn

Where we stayed

TANKWA TENTED CAMP

Henk van Niekerk is often away on an overlanding trip, but he makes a point of returning to his beloved Stonehenge regularly. There's a wide range of accommodation here: basic camping (the ablutions do have Eskom power and hot showers), permanent caravans and neat chalets. Deon, the barman, is always up for a chat and won't hesitate to keep the Jägermeisters flowing into the early hours. He'll even fry up some bacon and eggs when you finally crawl out of your tent the next morning.

Contact 📞 071 078 4400 📧 tankwatentedcamp@gmail.com
🌐 tankwa.net

Prices From R130 p.p.n. to camp, to R990 p.n. for 2 in a chalet.



“

In the rainy season, two waterfalls plunge over the cliffs into this gorge

”





is a rarity in the Karoo, and Kyle says it takes equally rare dedication to keep this green square alive.

Kyle is a motorcycle enthusiast, just like Mariette from Bike X Cape and Henk from Stonehenge. But he prefers the KTM brand over BMW, and judging by the many references to the number 46, Kyle is also a devoted fan of MotoGP legend Valentino Rossi.

Kyle says his life along the Doring River has been blissful for the most part, though occasionally rather exciting. While pouring you a cold beer, he recalls the day an Italian traveller attempted to drive his fully kitted-out overland rig straight through the Doring in full flood – without first testing the depth against his body. The Italian reportedly ploughed straight into the water and hit a rock so hard it punched a hole in the engine sump and nearly tore off the front axle. The poor tourist became a reluctant resident of Jai Yen Yen for a month (the name, incidentally, means “take it easy” in Thai) before he could repair the damage to his vehicle.

Your chances of having a long chat with Kyle these days, however, are slim; his girlfriend, Natalie Willox, is heavily pregnant. Jai Yen Yen is currently up for sale, and the couple plan to move to Cape Town to start their family there.

We say our goodbyes to Kyle and Natalie and cross the Biedouw River several times on our way to Enjo Nature Farm, barely 17 km from Jai Yen Yen. The owners, Lauren and Guy Bradley, say they’ll miss Kyle and Natalie terribly. It can get lonely out here in the hidden Biedouw Valley.

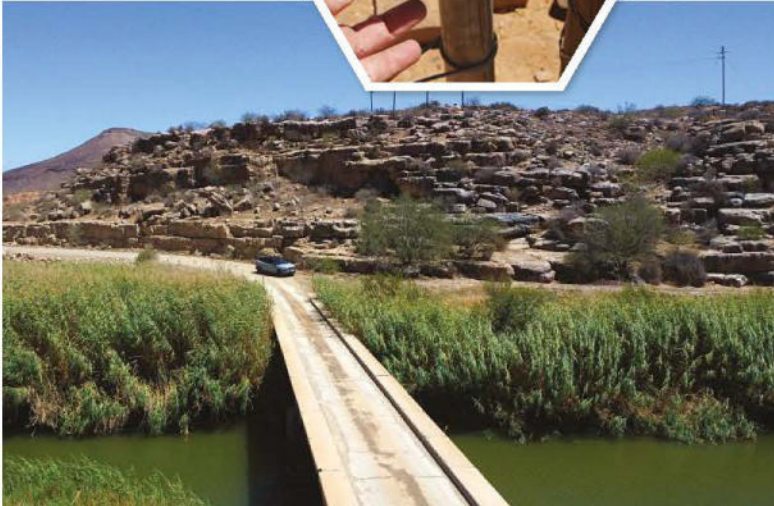
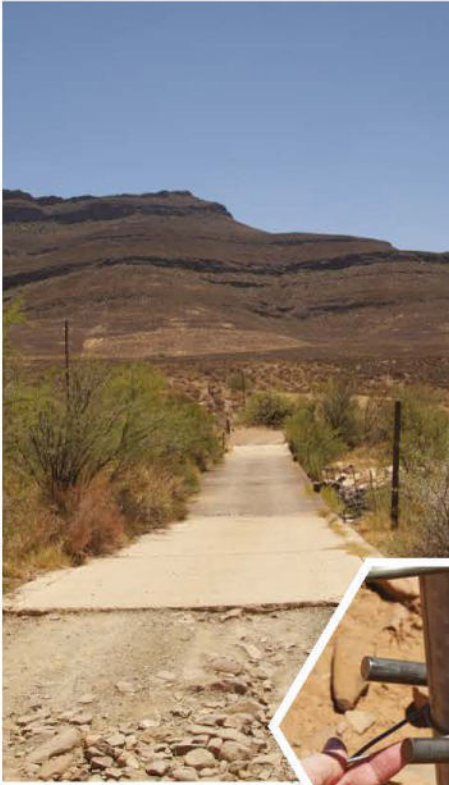
There’s more than enough accommodation at Enjo, with prices ranging from R280 p.n. for two people to camp, up to R1 900 p.n. for a cottage that sleeps six. Your canine companions are more than welcome, there’s free wifi, and the lights run on solar power.

From here, follow the Biedouw River until you reach a crossroads at S32.15848 E19.18994. Left takes you to Wupperthal and right leads towards Clanwilliam. Turn right and travel over Hoek se Berg Pass, and at Klipfonteinrand Pass near the Englishman’s Grave (S32.06658 E19.12718), we turn right once more and drive 18 km north to Botterkloof, where the Doring River unexpectedly brims with



DRY HEAT. It’s risky to cross the Doring when the river is in flood since you can’t see the boulders. And even if you are familiar with the crossing, the torrent will sometimes push rocks into the cleared path where they wait to ruin your day. Rather wait for the summer months to cross here.





THE END IS NIGH. The Doring River is full of water at Botterkloof (left). Near Klawer, it mingles with the Olifants River (opposite top), from where the water flows all the way to Papendorp (bottom left), where it joins the sea.





water. We're no hydrologists and can't explain with scientific certainty where all that water comes from, but it's likely fed by the Groot-Avontuur, Putslaagte, Kransgat, Olienhoues and Gifberg rivers, all of which flow on the rainy side of the Cederberg and contribute to the Doring's flow.

After this remarkable transformation, we return to Klipfonteinrand Pass and follow the tarred R364 to the Brandewyn River – the turnoff is clearly signposted, with coordinates at S32.06999 E19.07581. Just before the Brandewyn River, we turn right onto the Klawer Road and follow it for 50 km until we meet the Doring for the seventh time. By now, it's a substantial waterway, though it still keeps its trademark meanders and twists through the gorges. An unmarked farm road leads us to the point where it merges with the Olifants River, at S31.87318 E18.63972.

Up to this point, the Olifants has flowed in an almost straight line. In fact, this exemplary river even fills a massive dam – the Clanwilliam Dam – and irrigates millions of hectares of citrus orchards along its course. But once it mingles with the Doring, it seems to throw caution to the wind, veering wildly left and right through the West Coast's ravines before bursting jubilantly into the Atlantic near Papendorp.

On our final night, we camp at Strandfontein, just a stone's throw from the mouth of the Olifants River. We think back on André and Mariechen Vermeulen's promise to nurture their Karoo sanctuary with the help of the Doring River. We recall Mariette Maartens's determination, Wally Lange's free-spirited energy and the warmth of his sister-in-law Susan. And we send all our best wishes to Kyle, Natalie and their soon-to-arrive baby, certain that they'll never forget the Doring River, just as you, too, will carry it with you forever. 🌿

Give me an oar!

Despite the photos showing a mostly dry Doring River, there is indeed paddling when conditions are right. Three of the biggest operators on the Doring are **Gravity Adventures**, **Bundi** and **The River Rafters**.



Gravity Adventures is an APA-accredited company offering 2-3-day river trips. A minimum of 10 guests is required, and all meals are included.

Price R3 350 p.p. for 2 days and 1 night.

Contact 📞 021 683 3698 📧 adventure@gravity.co.za

🌐 gravityadventures.co.za

Bundi's website shows the company focuses mainly on the Orange River, but they'll run a Doring River trip if there's enough interest. Trips usually launch from the farm Papkuilsrivier near Nieuwoudtville.

Price On request.

Contact 📞 021 975 9727 📧 info@bundi.co.za 🌐 bundi.co.za

The River Rafters are also primarily Orange River specialists, but like Bundi, they can assemble a Doring trip if the demand is there – the two outfits are sister companies. The River Rafters have a camp at Oudrif, about 45 km from Klawer along the Doring.

Price On request.

Contact 📞 021 975 9727 📧 info@riverrafters.co.za 🌐 riverrafters.co.za

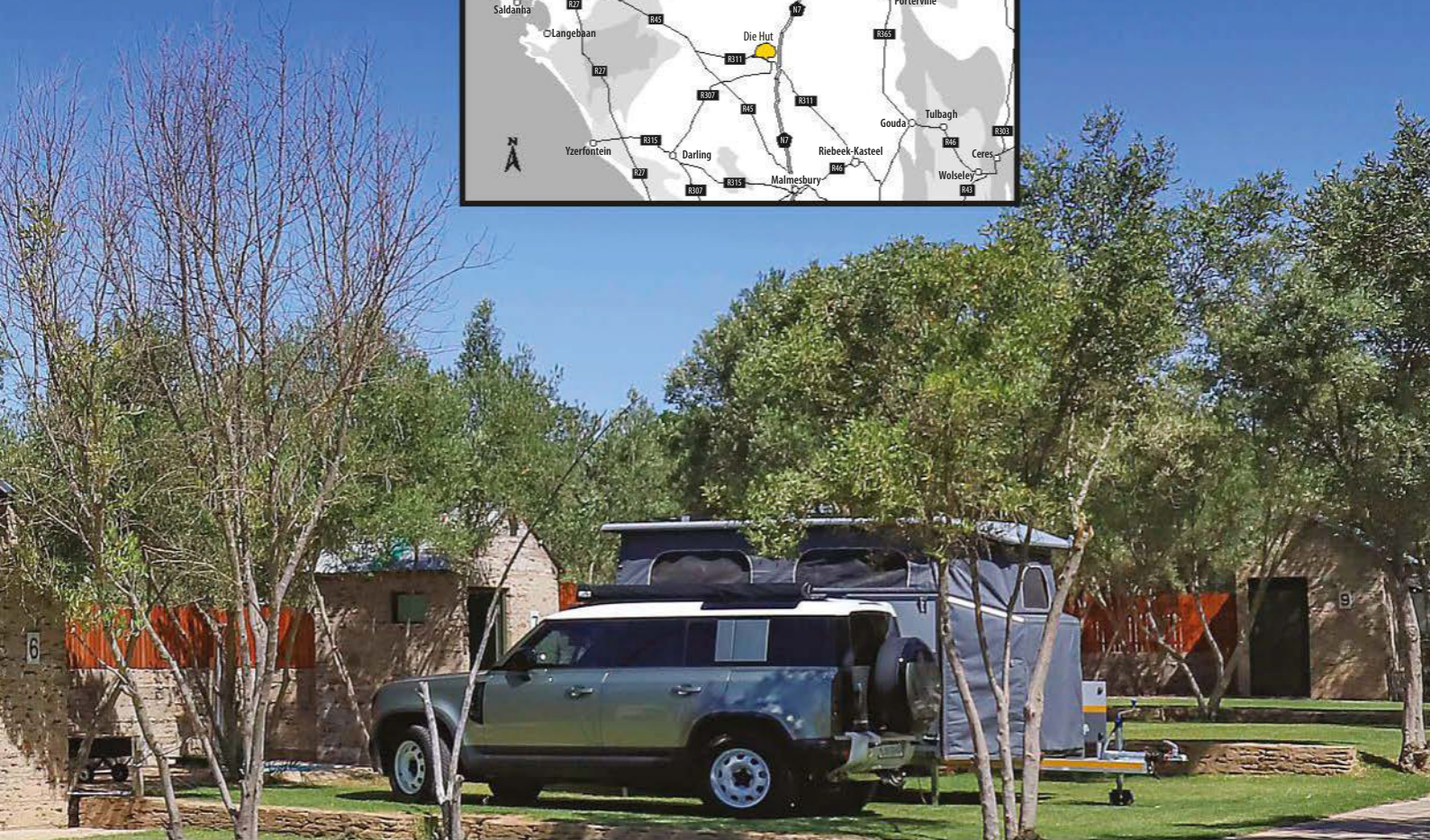


In and around the *Swartland*

The Swartland is known for wheat fields and wine, but it turns out to be fertile ground for good campsites too. We visited three worth adding to your list.

Words and photos **Leon Botha**





This region stretches from Malmesbury in the south to beyond Piketberg in the north, and from Darling in the west to Riebeeck-Kasteel in the east, all less than an hour's drive north of Cape Town.

If you take the N7 out of the Mother City, the first town after Malmesbury is Moorreesburg. Turn onto the R311 towards Hopefield and the West Coast, and you'll find that Moorreesburg has firmly claimed its spot on the camping radar. A stop at Die Hut is a must: you

camp more or less in an olive grove on the edge of town, with private ablutions for every stand, including your own wood-fired hot tub.

Continue on the R311 and you'll reach a T-junction. Turn right onto the R45 towards Hopefield and Vredenburg (left takes you back to Malmesbury). If you feel like crossing the "wheat border" for a moment to explore the Sandveld – potato country – turn right onto the R27 just before Vredenburg, heading for Velddrif, and type "Bokkom Avenue" into your GPS.

Welcome to South Africa's bokkom capital. This 600 m single-lane gravel road runs along the Berg River and provides access from both sides so even your towing combination won't get stuck.

Buy salted mullet before you continue to Vensterklip, your campsite for the night. Via Elands Bay, it's about 70 km. From there, it's just under 80 km back to the northern edge of the Swartland, where you turn off to N7 Kardoesie, perched at the top of the Piekenierskloof Pass with the best sunset views.



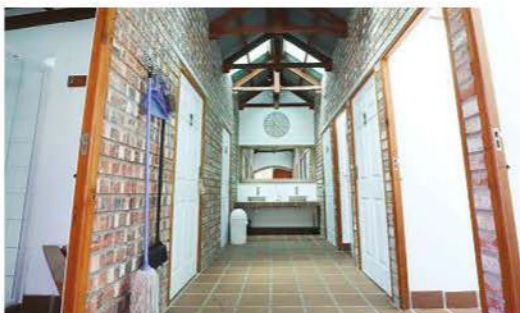
DIE HUT Uptown

You're properly in the countryside now, where the welcome still has an old-world charm. At the entrance to Die Hut, colourful flags from Britain, Spain, Germany and Ukraine flap in the breeze. Follow the short gravel track for 100 m to the left until you reach a fork: the campsite is to the left; the rest of the facilities – the reception hall, apartment and guesthouse – are to the right.

One of the 11 numbered stands is allocated to you when you book. You could just as well pull in first and then stroll over to the "office" afterwards.

If you turn right at the fork to check in before settling, it feels like you're getting a second welcome. The parking area is usually busy (during our visit, a conference was underway), and this is also where you'll meet Handré Hanekom, who handles the bookings.

The swimming pool is the heart of the campsite, with the camping area naturally dividing into two sections around it. The first four stands are immediately right of the fork, on a beautiful lawn with welcome shade trees. The lawn is only slightly larger





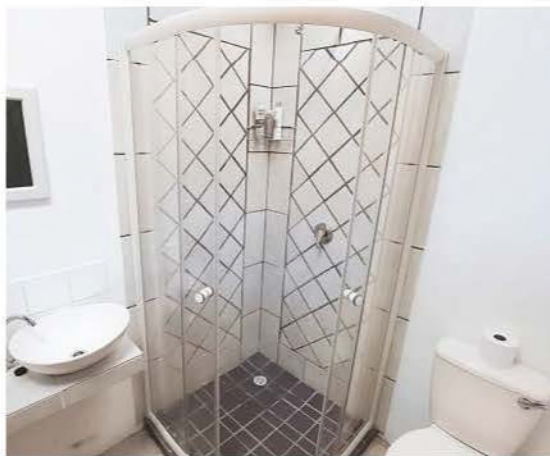
“

...colourful flags from Britain, Spain, Germany and Ukraine flap in the breeze

”



DROP IN AT DIE HUT. If you ever need an excuse to swing through Moorreesburg, blame Die Hut. It's a charming new campsite with a countryside atmosphere that's hard to beat. Each stand is spacious enough for a drive-through setup, and the spoils include your own wood-fired hot tub and a unique built-in braai.



than a tennis court, and the stands face one another – perfect for a few families who want to camp together but still have their own space.

Their private bathrooms are in the building alongside, which – with its double doors and pitched roof – looks a little like a small wine cellar. A long passage runs from the wide-open doors to the far end, where two basins sit beneath a large mirror.

There's no ceiling above the passage, and the exposed trusses together with a few translucent roof sheets create a sense of unexpected space and light.

Separate shower and toilet cubicles sit on either side of the passage, each numbered to match your stand. A glass shower cubicle occupies one corner of your bathroom, while the washbasin and built-in bench sit neatly in the other two corners.

The double stainless-steel dishwashing basin is modest and located outside, on the far end of the building.

Stands 5-11 sit on the other side of the pool in an L-shape; just follow the paved path past the first four sites. Stand 5 is directly ahead of you as you drive in, with another four stands lined up beside it. The paved path then makes a 90° turn to the right at Stand 5, with the stands now on your left and the pool on your right. The last two stands sit on the short leg of the L in front of you, also to the right.

If you have a medium to long towing combination, make sure you don't end up on Stand 7 (the middle stand on the long leg of the L). These stands sit on low terraces edged with stone walls running right up to the paved path, which means you can't drive through. You'll need to reverse your caravan into position. The stands at either end of the row offer more room in front, making it easier to manoeuvre your caravan into place.

The lawn at these stands is as neat as at the first ones, with a few olive trees offering privacy from neighbouring campers. The small building at the back of each stand is your private bathroom. This upright little structure, also with a pitched roof, looks almost like a doll's house. The rough but modern combination of poured cement and stone – a style echoed in the boundary wall behind the stands – is striking.



“

The swimming pool is enclosed by a low fence: a stone wall at the bottom, topped with brick pillars set a few metres apart...

”

TEAM PLAYER OR LONE WOLF? Four of the stands are set slightly apart and are ideal for a group of friends camping together. You're far enough from the others for privacy, but close enough to keep the good times going.



Inside, the glass shower cubicle is set in one corner, with a basin and mirror next to it. The toilet isn't separate but positioned behind the door as you open it. As with the other bathroom building, there's no ceiling, and a translucent green fibreglass panel lets in natural light.

The bathrooms for Stands 10 and 11 share a single structure; the others are freestanding.

There's no light switch inside your bathroom, but the lights are switched on in the evenings, and a gas geyser supplies the hot water.

Next to each bathroom building is a wood-fired hot tub. During our visit,

not all the tubs had been completed yet, but the owners say every stand will eventually have one. You pay an extra R150 per day for the tub, and you'll need to buy your own firewood. Handré recommends three bags of bluegum (R40 each) for a weekend.

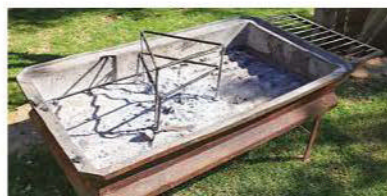
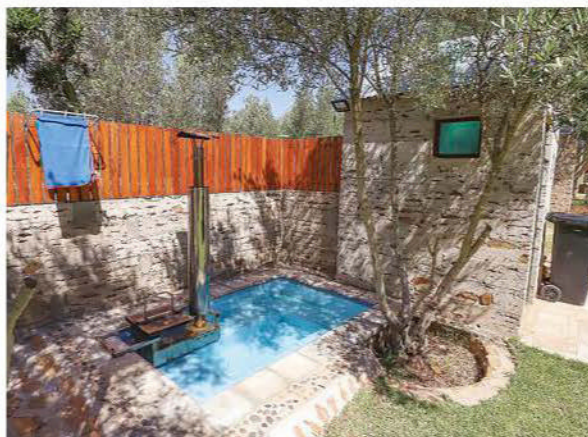
Campsite caretaker Manie Kriel

deserves a pat on the back for the braais – they're strong contenders for the most original design around. Each one is mounted on wheels so you can move it wherever you need it; the firebox is big enough for more than one grid; and best of all, it's low enough for you to sit while

you braai. (Just remember to bring your own grid.)

The swimming pool is enclosed by a low fence: a stone wall at the bottom, topped with brick pillars set a few metres apart, with a wire mesh stretched between them – the kind that calls to mind old-fashioned town plots. The kiddies' pool sits right next to the main one, with an equally neat lawn surrounding it, and the trampoline is just outside the fence opposite the wash-up area.

Washbasins and a small laundry rail at each stand are planned for the near future.



Briefly | Die Hut



Campsite 11 grass stands between olive trees: 7 are set in an L-shape around the swimming pool, and 4 stand opposite one another – ideal for a group of friends.

Ablutions Your own: 7 stands have a small bathroom building on the stand, and 4 have theirs in the communal building opposite (you still have your own unit).

Price R100 p.n. per tent or caravan, and R180 p.p.n. (R100 for under-6s). A maximum of 6 people per stand.

Arrival and departure 14:00 and 11:00.

Contact 079 252 9107

hondjies3@gmail.com diehut.co.za

Nearest town Moorreesburg.

Road condition About 100 m of gravel, with paving right up to your stand.

GPS S33.156542 E18.656216

Drive & Camp says Power points are standard household sockets, and the wifi signal at your stand is strong – and free.



VENSTERKLIP

Take a breather

Just before the turnoff to the Rooi Stoor, a farm stall 5 km outside Elands Bay on the R366, you'll spot a few green-painted ox wagons with bright red wheels.

As you'd expect, the barn is packed with souvenirs and treats: ginger and custard biscuits, various preserves and jams (tomato, orange and loquat), as well as honey and sweets like dried apple rings. There's even a small selection of basic groceries such as long-life milk, flour, sugar and tinned food. Grab a seat on the stoep and treat yourself to a slice of cake.

The road to the campsite turns off to the right, with reception a short way down the road on your left. It's easier to walk there as there isn't much space to turn around.

The first stand is about 100 m from the farm stall, and also the first of six stands set in a row, each with its own private bathroom, wash-up area and built-in braai. The stands are screened with shade-net fencing, and the buildings sit at the back end of each stand.

Your braai and wash-up area are undercover and separate from the bathroom, and the power point (a standard household socket) is located here too.

As at Die Hut, some of the bathroom roof panels are fibreglass, but these are white, giving the room a more natural, soft light. The bathroom is simple: as you enter, there's a basin, shelf space and mirror directly ahead, an open shower in the right-hand corner behind a shoulder-height wall, and a toilet on the far left. Hot water comes from an electric geyser.

Beyond the last private stand are six more stands intended for overlanders. These have post-and-shade-net shelters, with communal bathrooms opposite them – although they were closed during our early-December visit.

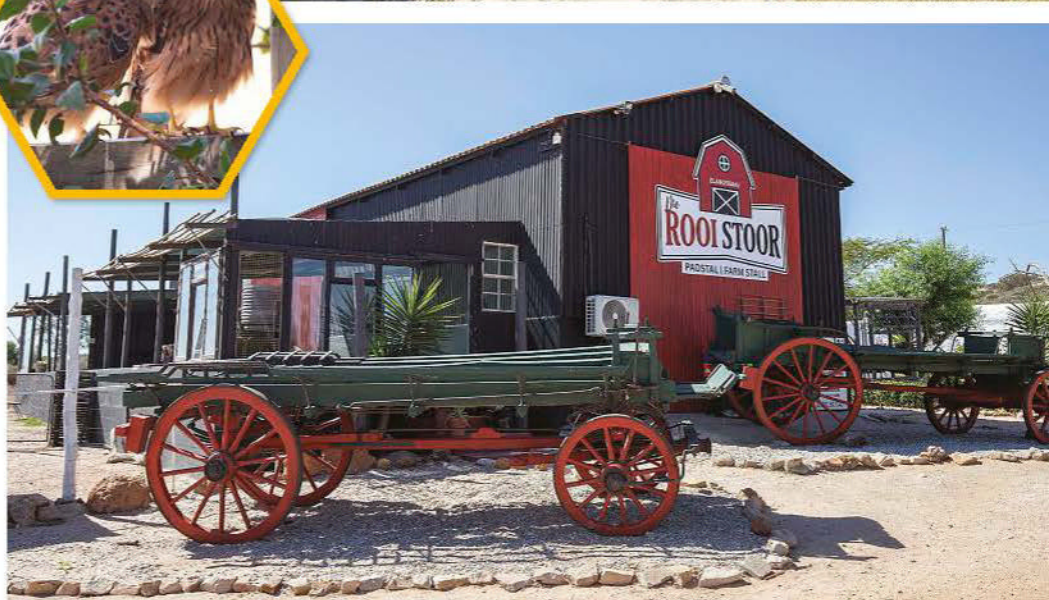
After the six overlander stands, there are four additional open stands, also with power points.

The swimming pool is behind the hall opposite the farm stall, barely 60 m from the nearest stand, and the restaurant is to your far left when you enter the property.

“

The stands are screened with shade-net fencing, and the buildings sit at the back end of each stand

”





ALL DAY AND ALL NIGHT. You're now on the West Coast – though not quite on the coast, as Lamberts Bay is about 5 km away. The Rooi Stoor may look like a barn, but it's a farm stall like few others. The campsite lies just beyond it, and on the private stands you get your own bathroom as well as a built-in braai with a washing-up area alongside.



Briefly | Vensterklip



Campsite 6 private stands with their own facilities, screened with shade-net fencing. Then 6 stands for overlanders with tents, and a further 4 open stands with power points.

Ablutions 6 private bathrooms at the first stands, and a communal bathroom at the far end of the campsite for the general stands.

Price R180 p.p.n. for the private stands and R145 p.p.n. for the rest. (Prices may vary during peak times such as flower season, and discounts apply in winter.)

Arrival and departure 14:00 and 10:00-11:00.

Contact 022 972 1340 or

082 920 3977 info@vensterklip.co.za

vensterklip.co.za

Nearest town Elands Bay, 5 km.

Road condition 180 m of gravel to the first stand.

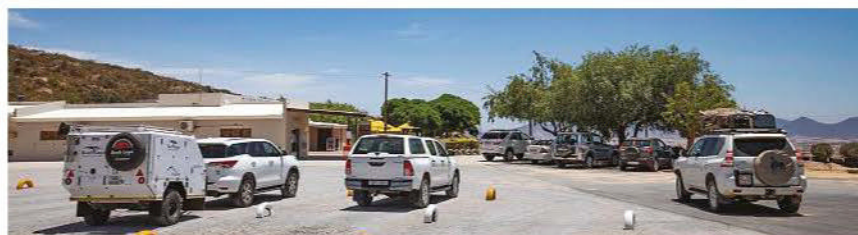
GPS S32.314887 E18.394789

Drive & Camp says The restaurant is open from Thursdays to Sundays during the day, and on Fridays until early evening.





“ The swimming pool is the star of the campsite. It’s built on a raised piece of ground, with a large wooden deck on one side ”



N7 KARDOESIE ACCOMMODATION Such great heights

Coming from Vensterklip’s side, you rejoin the N7 about 4 km before the Kardoesie farm stall. From here, it’s a 4 km climb up the Piekenierskloof Pass, a stretch remarkable in more ways than one.

This pass is considered the first independent major project of the renowned road builder Thomas Bain. It’s also the first pass you encounter on the N7 when driving out of Cape

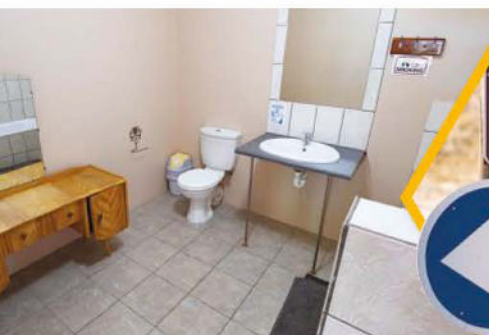
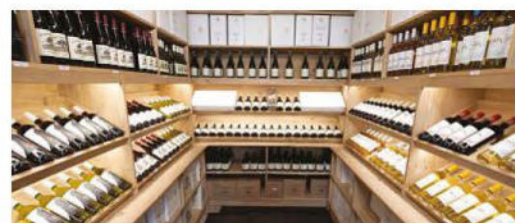
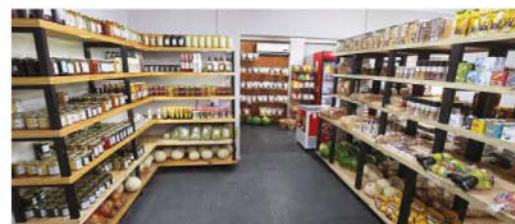
Town. From up here, you look back over the Swartland and, far to the west, the Sandveld.

Keep an eye out for paragliders when you camp here; their launch site is 1,5 km past the N7 Kardoesie campsite.

The farm stall of the same name, about 300 m before the top of the pass on the right-hand side, has become something of a landmark after nearly 30 years. (The turnoff to the Koningskop campsite is across the road, near the highest point of the pass.)

The owner of the N7 Kardoesie campsite, Hanri Theron, started the farm stall in 1997. At the time, it was a stone quarry used by the road builders, explains Bartho, Hanri’s son. Although the farm stall still stands on Hanri’s land, it now has different owners.

The campsite lies 330 m behind the farm stall, on a hill roughly 40 m higher. When you look up from the farm stall, you can see some of the caravans and tow vehicles perched along the edge –



N7 AND CAMP.
Kardoesie sits right next to the N7 and is well worth a stop. Stay a night or settle in for longer – it's an easy place to find your peace.



it almost resembles an old-fashioned drive-in theatre.

The first 170 m of the gravel road up the hill is fairly steep. The building directly ahead houses both the campsite office and the Laguna butchery. You'll receive a complimentary roll of toilet paper and a black refuse bag, but everything else is self-catering.

From the office, the road becomes one-way. About 50 m farther, the first stands come into view. You turn left immediately and then right onto a lovely

lawn. Here, the road splits: keep right for the first eight stands, and left for the remaining nine. A faint chalk line on the grass marks the boundary of each stand.

Power points use Fredlin plugs, so pack both a long and a short extension cord. Each stand has a loose braai drum, but you'll need to bring your own grid.

The building on the far side of the lawn as you drive in is the back of the ablution block, with a covered stoep facing the campsite. On the right is the cassette toilet disposal point, and on the

left, a trough for hand-washing laundry. Next to that is the laundry room; they charge R20/kg for washing and R30/kg for ironing. The dishwashing sinks are around the left-hand corner.

The bathrooms have separate facilities for men and women, and there's also a family bathroom (with a bath) between the two sides.

Entering the men's side, you'll find a row of basins on your left with plenty of counter space and generously sized mirrors. The shower cubicles each have



Briefly | N7 Kardoesie



Campsite 17 level stands on 2 terraces with some shade on a beautiful lawn, plus a standout swimming pool.

Ablutions 1 ablution building roughly in the centre, with separate facilities for men and women and a family bathroom. There is also a cassette toilet disposal point.

Price R170 p.p.p.n.

Arrival and departure 14:00 and 11:00.

Contact 071 416 3820

bookings@kardoesien7.co.za

N7 Kardoesie Akkommodasie

Nearest town Citrusdal, 9 km.

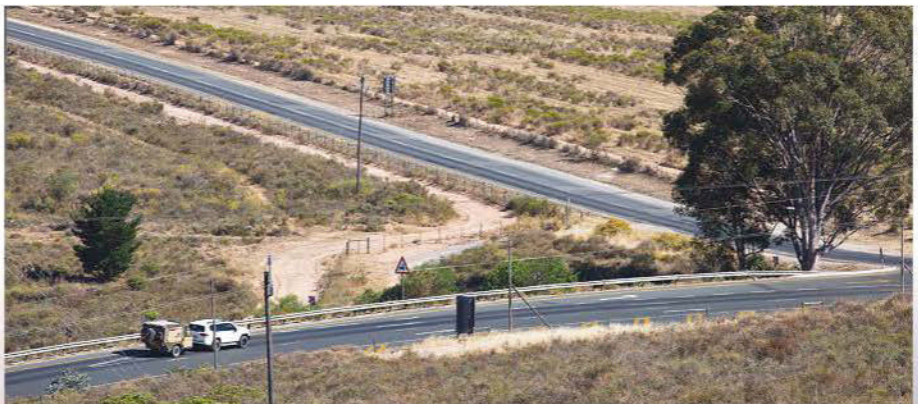
Road condition 400 m of gravel, with the first 180 m a steep incline.

GPS S32.631098 E18.950519

Drive & Camp says The Laguna butchery at the office is open Mondays to Fridays from 08:00 to 17:00.



WAVE TO THE TRAVELLERS BELOW. Some of the stands sit on the edge of the campsite, where you can see the top of the Piekenierskloof Pass. From here you can watch some travellers pulling in at Kardoesie while others speed past on the N7. Who knows – Kardoesie might just end up on your list for the trip home.



“

From up here, you get the best view of most of the campsite. It's the same direction where the sun sets in the warmest shades of the day

”



their own door, with a bench on the dry side and enough hooks, plus a shower curtain separating the trough from the dressing area.

The campsite is laid out on two sides, set on two separate terraces with their own entrances. Both terraces run right up to the edge of the koppie, forming a long, elongated stretch of lawn.

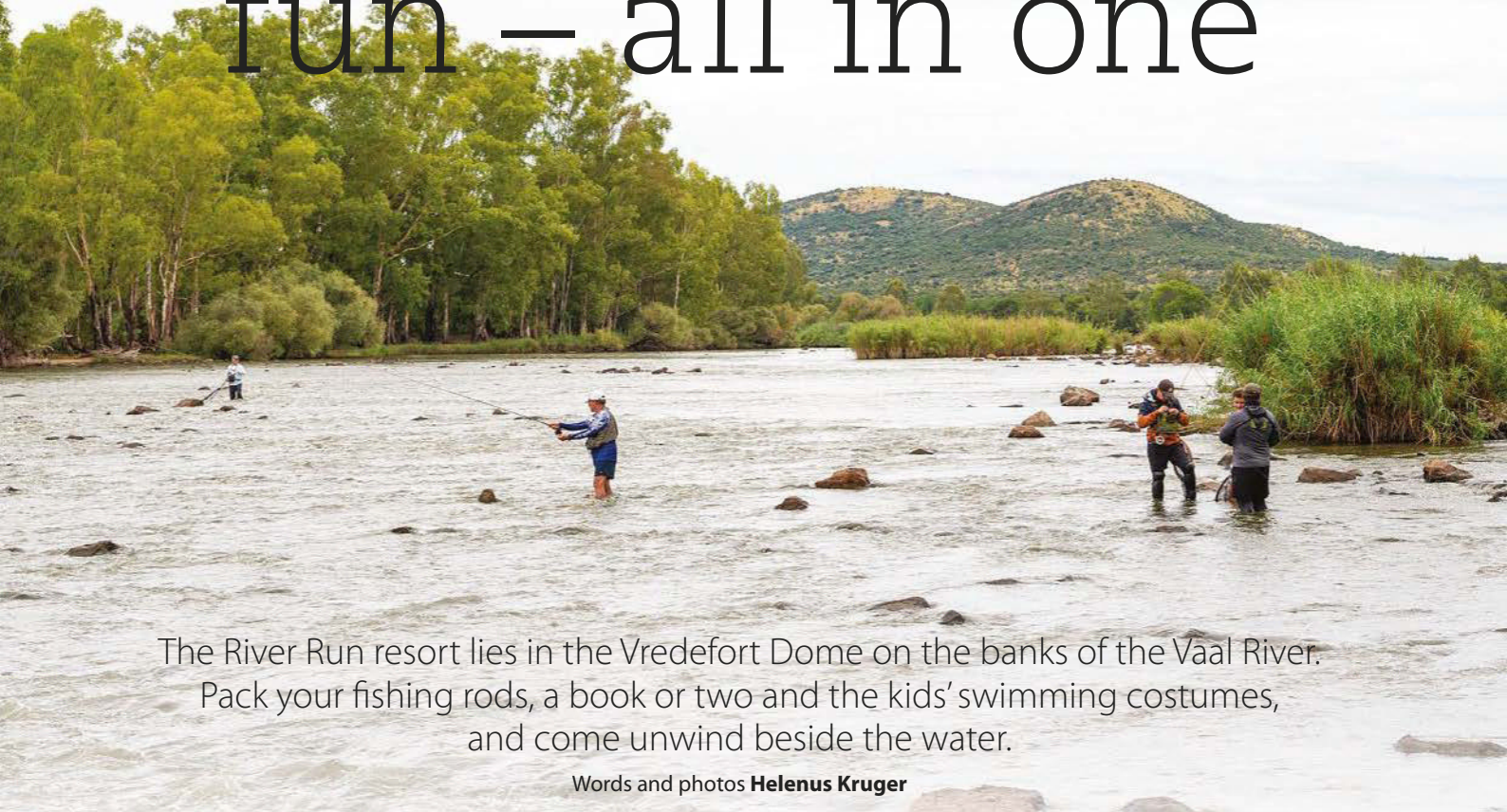
The first terrace has shade trees, and they seem bigger than those on the other side, but most of the campsite is in full sun. The upside is the lovely expanse of lawn, and you can easily claim some of it for yourself. A row of tall trees stands at the far end, creating a barrier against the southeaster.

The swimming pool is without a doubt the star of the campsite. It's built on a raised piece of ground, with a large wooden deck on one side. Part of the pool sits next to a roofed area where you can escape the sun. The children's pool is here too, so you can keep an eye on them without much effort.

Next to the pool is a jungle gym with plenty of swings and a slide, and, just like at the stands, the grass is so lush that the kids can leave their flip-flops at the caravan.

From up here, you get the best view of most of the campsite. It's the same direction where the sun sets in the warmest shades of the day.

Freedom, fish and fun – all in one



The River Run resort lies in the Vredefort Dome on the banks of the Vaal River. Pack your fishing rods, a book or two and the kids' swimming costumes, and come unwind beside the water.

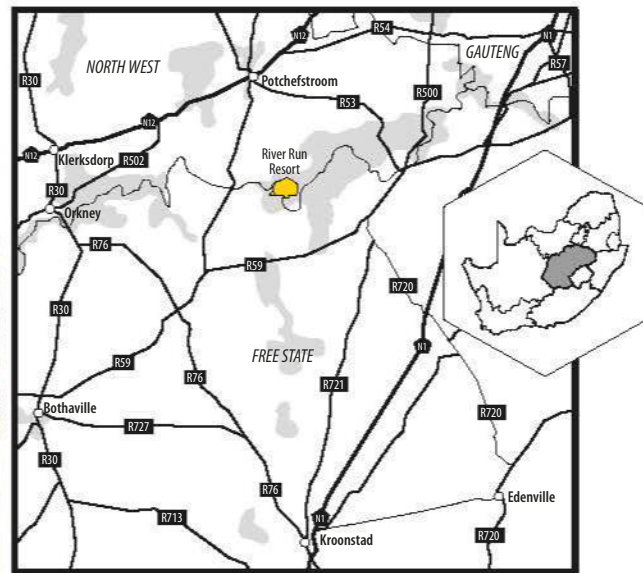
Words and photos **Helenus Kruger**

It's rather curious that a geological structure more than two billion years old – 2 023 000 000 years, to be exact – is named after a town founded only in 1876. The Vredefort Dome simply carries the name because researchers named it after the small Free State town of Vredefort, and today the name is known worldwide.

Geologists speak of the core and collar of the dome, and if you look at River Run on Google Earth, you can clearly see how the getaway lies on the southwestern side of the collar, right on the riverbank of the Vaal River.

River Run is not only a family resort but also a fishing paradise, with 400 m of "no man's land" separating the two areas. The main camp is to the left as you enter the gate, and this is where you'll find reception, the kiosk and the activity areas. The stands here are divided into two blocks, A and C.





DOWNSTREAM. After the small rapid where the fly-fishing enthusiasts hang out (top left), the river flows calmly past the resort – ideal for drifting downstream in a canoe or on a tube. If you're looking for more excitement, you can tackle the rapid on a tube, but your canoe's keel may scrape a rock or two along the way.

Turn right at the gate for Block B – the fishing stands. There are no activities on this side, which makes it a great choice if you want to camp away from the buzz. Remember to mention when booking whether you want to be in the fishing area or closer to the playground.

The stands are all roughly 20 x 20 paces in size, giving you almost no chance of tripping over your neighbour's tent pegs when you walk around your caravan.

The resort is rich in trees, and with the exception of Block C, most stands enjoy good shade. Your caravan won't necessarily fit under a tree, but there will always be a shady spot somewhere on your site where you can sit. Every stand has a lush patch of lawn, a paved slab, a power point (standard plug), a built braai with grid, a campsite light and a refuse bin.

The resort runs entirely on solar power. During the day, you can keep your fridge going, boil the kettle and use your microwave to warm up last night's leftover braai meat. But at 19:00, the power is switched off, and all electrical appliances rest until the next morning. The lights in the campsite and bathrooms stay on, however.

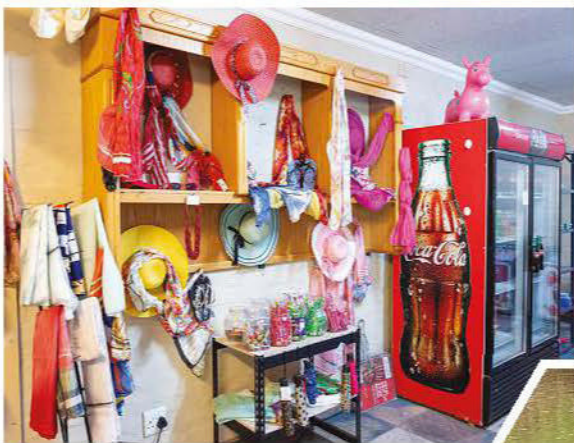
In the main camp, Block A's 21 stands lie in a row along the river, with stands 1 to 16 next to one another in a straight line and the remaining five set slightly back behind a cluster of full-time stands. A steep embankment runs from your stand down to the river, so you can't sit with your feet in the water while you fish. Block C's 14 stands form a row behind Block A, on the opposite side of the camp road.

The ablution facilities are on the far side of the campsite, next to the swimming pools. The men's and women's sections each have five shower rooms, each with its own cubicle with shower curtain, a soap dish, and a dressing area with a bench and hooks along the wall. Four washbasins sit in a long marble counter, each with its own mirror. The women's section mirrors the men's but includes a bathroom as well.

The social, relaxing, playing and shopping area is all near the reception office. Here, you can swim, slide down the water worm (R80 p.p.), read in the shade under the shelters, climb the jungle gym and play darts, pool (R5 per game), table tennis and mini golf. For the little ones, there are small tables where they can



WEEKEND BREAK



PLAYTIME. All the games are grouped together, so you can keep an eye on the little ones while showing off your skills at the pool and table tennis tables. With all the stands facing east, the hot western sun doesn't bother you in the afternoons.



sit and get creative with crayons and colouring books.

Those looking for more excitement can drift down the river on an inflatable tube. It costs R80 p.p. (R40 for children). All the other games are free. The kiosk stocks basic groceries, ice cream, cold drinks, sweets, ice, firewood, firelighters and even a range of colourful scarves and wide-brimmed hats. The bar was closed during our visit.

Block B's 32 stands lie in a long row along the riverbank, much like those in Block A. Stands 1 to 13 are right on the water's edge, while stands 16 to 32 sit slightly back with trees between you and the river. Stands 12, 13 and 14 have uninterrupted

views of the water, with a small peninsula jutting into the river in front of them.

Each stand has power, a light, a built braai with grid and a refuse bin. The camp roads have no lighting, so the walk to the ablutions is dark at night. If you're camping farther down the row, towards stand 32, it's quite a distance to the ablution block, so bring a torch or pack the cassette toilet.

Anglers favour this section of the resort because the rapids where yellowfish (both smallmouth and largemouth), carp, mudfish and barbel wait for fly anglers are not far away.

From stand 1, it's about 950 m, and from stand 32, roughly 500 m to the narrow concrete footbridge that leads

Briefly | River Run Resort



Campsite 67 campsites in 3 camp blocks.

Ablutions 3 ablution buildings with separate facilities for men and women.

Price R682,50 per stand for 4 people.

Contact 071 584 2160 • bookings@riverrunresort.co.za • riverrunresort.co.za

Arrival and departure 14:00 and 09:00.

Nearest town Johannesburg, 160 km (to Rosebank).

Road condition There are two main routes: one from Johannesburg via the N1, R59 and S1086 (18 km gravel) and one from Potchefstroom via the R501 and S646 (16 km gravel). The S646 route is more suitable for sedans and standard caravans, provided you drive slowly, while the S1086 requires a high-clearance vehicle. A standard caravan will not survive that road. The various route options are on the website, and it's a good idea to confirm road conditions before you leave home.

GPS S26.949681 E27.176619

Drive & Camp says River Run will be closed for renovations from 4 May to 1 August 2026. Call the resort to check when they will start taking bookings again.

to a small island. From there, it's a short walk through the bulrushes and between blue gum trees to the eastern side of the island. Here, the river is at its widest, flowing gently over the rocks.

Remember that you need your own fishing licence, and whatever you catch must be released again.

The ablution block sits at the start of the campsite as you approach from the main camp, with stands 12, 13 and 14 the closest to the facilities.

There are two ablution buildings: one with three toilets each for men and women, and another with five shower rooms each for men and women. The showers are the same layout as those in the main camp.

Where to next in 2027?

Let's book your next Ultimate Routes adventure!

Unguided

Expert route planning & bookings
for custom self-drive travel in:

- ✓ Botswana
- ✓ Namibia
- ✓ Zimbabwe
- ✓ Zambia

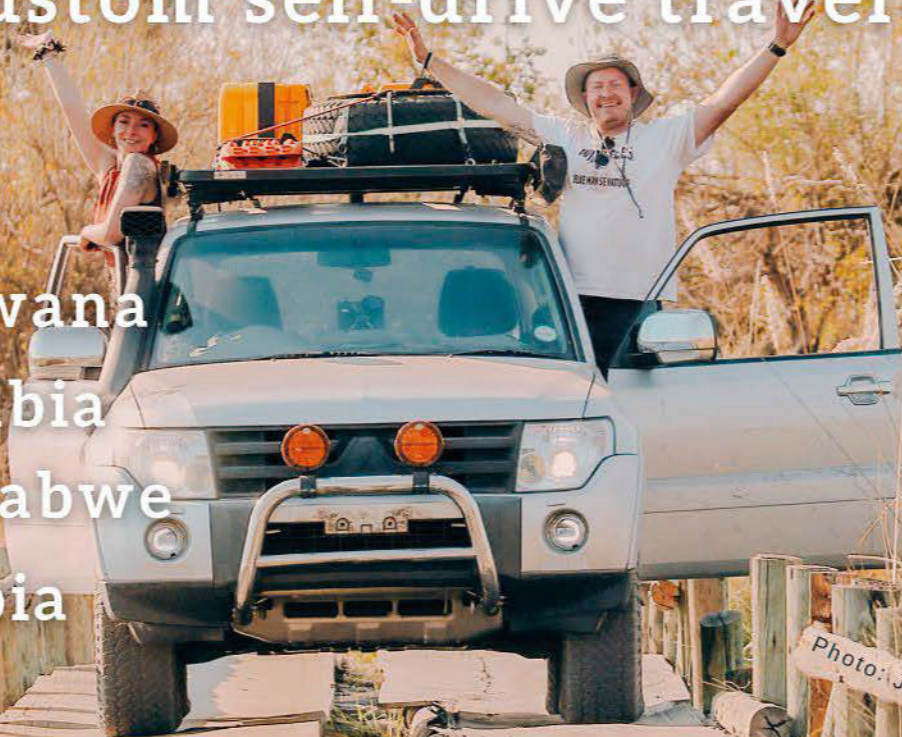


Photo: Jan Joubert



www.ultimateroutes.co.za

ask@ultimateroutes.co.za

ULTIMATE
Routes

Falling in love with Vic Falls

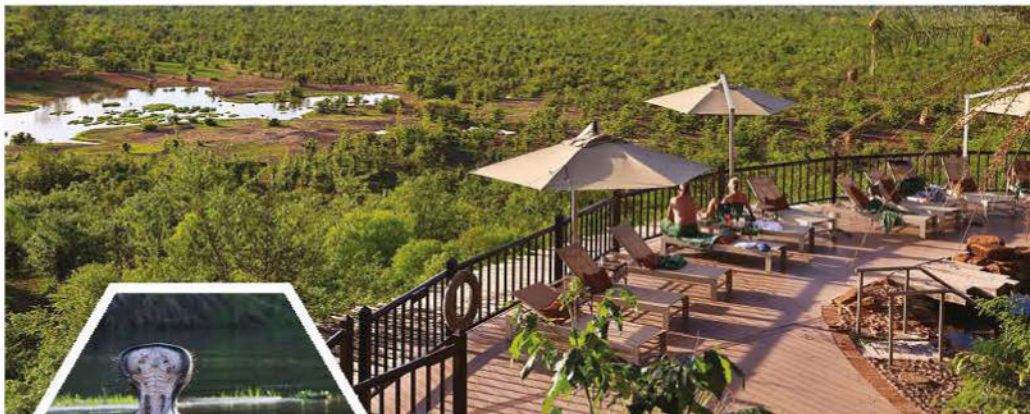
A small town with a big personality – vibrant, welcoming and full of life. On a recent reconnaissance trip, **Lea Erasmus** and **Heidri Rust** of Ultimate Routes enjoyed three days in Victoria Falls and they're ready to wax lyrical about it.

What stands out about your recent visit to Victoria Falls in Zimbabwe?

We were both astounded at the growth, modernisation and general boom this town has experienced. Fondly referred to as “Vic Falls”, it's a melting pot of cultures, exciting activities, natural wonder and a variety of culinary attractions. Their eco-friendly initiatives also deserve a mention. Heidri and I got off to a wobbly start on the funky Bamba Bikes but quickly mastered riding these colourful e-bikes, says Lea. Lodges, camps and activity centres are embracing the reduction of single-use plastic. Beautifully branded metal bottles are sold all over, which you can fill up at any re-fill station around town, free of charge.

What are the people of Victoria Falls like?

Widely known for being warm, welcoming and deeply connected to their town's tourism-driven heartbeat, locals are friendly, hardworking and genuinely proud of where they live. With visitors from all over the world, it's common to hear three or more different languages around you at



any given moment. The town has a constant, lively energy that gives it a real buzz.

Is it safe in Vic Falls?

Tourism plays a central role in daily life, and that pride shows. Zimbabweans here are passionate about their community and the industry that supports it. We could notice this in their smiles, conversations, the infrastructure and the overall feeling of safety and comfort when we moved around – whether by bicycle, transfer services or on foot, says Heidri, a senior booking consultant at Ultimate Routes.

A tropical experience in Zimbabwe?

From relaxing at a fish foot spa and sipping cocktails at rooftop bars, to enjoying dinner cruises on the Zambezi and staying in charming leafy garden boutique guest houses, the town feels like an island oasis. And yet, it's all set against the backdrop of an African national park, where elephants and buffalo roam free – even through the town!

RECOMMENDED EXPERIENCES

- **Heritage and tourist attractions like Victoria Falls National Park, outdoor markets and historical landmarks like the Railway Bridge.**
- **Adventure activities like white-water rafting, Bamba Bikes, helicopter flips and a bridge swing, bungee or zipline over the gorge for the adrenaline junkies.**
- **Dining experiences like a sunset river cruise, The Boma Dinner & Drum Show and a variety of unique restaurants.**

CONTACT

📞 071 471 4900

🌐 ultimateroutes.co.za

✉ ask@ultimateroutes.co.za

Destination or stopover?

Vic Falls is a multi-day destination, says Heidri. Having explored both the camping and accommodation options, we can confidently say that upgrading to a self-catering lodge or guesthouse is worth considering for your Vic Falls stay. We did discover a few standout properties that we're excited to bring into our portfolio.

How would you include Vic Falls in a self-drive itinerary?

For those travelling the well-known Botswana circuit that includes Kasane, we'd recommend crossing to visit for a night or two at least. Vic Falls also works well on a Zimbabwe trip that includes Hwange National Park, as well as its lesser-known neighbour, Kazuma Pan National Park.



BUCKET LIST DESTINATION. Tourism plays a central role in the daily life of those who call Victoria Falls home, and that pride is clearly on show. Zimbabweans here are passionate about their community and the industry that supports it.



The Gates of Patience

Between Clanwilliam and Nieuwoudtville lies a 60 km farm road with... wait for it... 26 gates. That means stopping roughly every 2,3 km to open a gate, drive through, and close it again behind you. It's the perfect place to test your child's patience – and obedience.

Words and photos **Cyril Kloppe**

The story behind the Rooibos Heritage Route begins, like many historical routes, with the Khoisan, who brewed dried rooibos leaves into a medicinal drink.

In the 16th century, farmers of European descent also began drinking this tea because the real McCoy from the East was relatively hard to come by. By the early 1900s, there were even rooibos farms north of the Pakhuis Mountains, although wild rooibos proved difficult to cultivate at first. Only in the 1930s did the botanist Pieter le Fras Nortier manage to germinate the seeds reliably.

The road as we drive it today has existed for centuries, but it was officially established as a heritage route in 2012 by

sisters Sanet Stander and Marietjie Smit, with support from the United Nations' GEF development programme (short for Global Environment Facility).

You're free to drive the route without permission because it's a public road, but Indigo, the conservation organisation that manages the route, asks that you contact Estholene Moses if you'd like to visit any of the farms along the way. Her details appear overleaf.

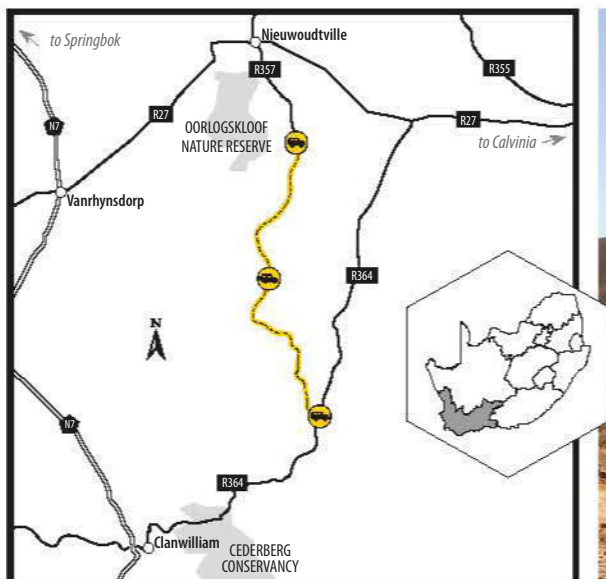
Leave Clanwilliam and follow the R364 towards Calvinia until you reach the Doring River. Barely a kilometre north of the river, at GPS coordinate S31.96858 E19.23483, you'll encounter the first farm gate. A road sign for Moedverloor and the Rooibos Heritage Route marks the spot where you turn left.

The first gate, at the farm Doringbos, has clearly been used countless times. Instead of simple posts on either side, it's framed by brick pillars. The closing mechanism is a basic oval ring on the gate that attaches to a hook on the pillar. It may be simple, but the hook and ring don't quite reach, and your kid will need to muscle the gate open.

The next gate appears 800 m farther on. Its mechanism is a ring attached to a chain that hooks into place; far easier to open and close than the first.

After the seventh gate – and seven different ways of closing one – you reach the twin farms Welgemoed and Moedverloor. On Welgemoed stands a farm school and hostel built 200 years ago by the Rhenish Mission.





Right next to Welgemoed lies Moedverloor, which lends its name to the school, church and a few other small buildings nearby. It's deathly quiet here, and although the school is no longer in use, there's still life around the farm buildings, vegetable plots and reed cottages. Just remember: if curiosity gets the better of you and you'd like to look around, first check with Estholene Moses from Indigo about where you may visit and whom you may bother.

In the rocky ridge above Welgemoed and Moedverloor is a cliff known as

Skoolgrot (School Cave). Sheep now shelter here, but in halcyon days, children were taught under the rock overhang whenever the Brak and Kransgat rivers flooded and they couldn't cross the water to reach their school.

As you leave Moedverloor, you'll notice road signs warning about buses on the narrow road. There is indeed a bus service along this route, and we had to swerve sharply to avoid a collision when a bus rapidly appeared around a bend.

Stopping to open and close gates soon takes on a rhythmic beat, and it's fun

to guess what kind of mechanism the next one will have. The most common is the ring-and-hook type, but sometimes you'll find a D-shackle with a sliding latch through which a chain is hooked, and occasionally it's nothing more than a piece of twisted wire looped around a crooked nail. We're simply grateful there are no "bekslaners" – those notorious droopy gates that tighten with a hoop at the top and bottom and, if you tension them incorrectly, snap open with force that will make you see stars... hence the name.



SURFACE DETAIL. The road surface varies from rocky (main image) to sandy (right), and many signs implore you to close the gate after you have passed through it – don't be *that* person who leaves them open.





Need to know



Maximum number of vehicles? It's a public road, so there's no limit on the number of vehicles.

Do I get a map? The Rooibos Heritage Route website has a map and information sheet you can download, print and take along.

Will my vehicle get scratched? It's highly unlikely.

Should I bring a compressor? It's an excellent gravel road and you don't need to deflate your tyres – unless you want to.

Can I braai along the way? Only at the holiday farms recommended by Estholene Moses from Indigo.

Is there cellphone signal? Yes, but signal can be patchy.

Best time of year? Rooibos is harvested in summer when it can dry out properly. But if you're heading this way to see the Nieuwoudtville flowers, plan your visit between August and September.

Can I take my family? Absolutely. Who else is going to open and close the gates? Surely not you!

Day trip or weekend? The route itself takes only an hour or two, but if you stay longer, you'll discover natural treasures such as the nearby Oorlogskloof Nature Reserve and other attractions.

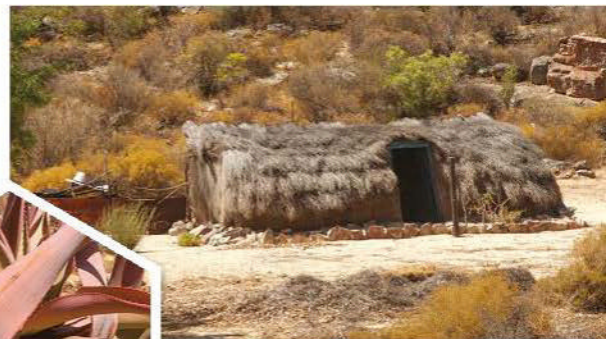
Are there ablutions? There are no public toilets, but if you stay overnight on a guest farm, you'll obviously have access to bathroom facilities.

Directions Follow the R364 out of Clanwilliam for 57 km to the Rooibos Heritage Route sign.

Contact ☎ 027 218 1148 (Estholene Moses) ✉ rooibosroute@indigo-dc.org 🌐 rooibosheritageroute.co.za



ABANDONED? No, the dwellings at Moedverloor are still in use, though occupants may take shelter inside from the summer heat. The reed houses (below right) are surprisingly cool compared to modern structures.



The kloof gradually flattens out, and you'll notice the Kobee ravine to the left of the road. Gen. Jan Smuts – later WWII leader and eventual prime minister – used this ravine during the Anglo-Boer War as a gathering point before he captured Vanrhynsdorp in 1901 to be used as a base for his commando.

Here, you'll also start seeing more rooibos patches and traditional reed houses woven from restio, known as Sonquas houses. Restio (*Restionaceae*) shrinks when it dries, allowing a breeze to cool the interior. When it gets wet, however, it swells and becomes water-tight during rain. That's why many local residents still prefer reed houses to ones built from modern materials.

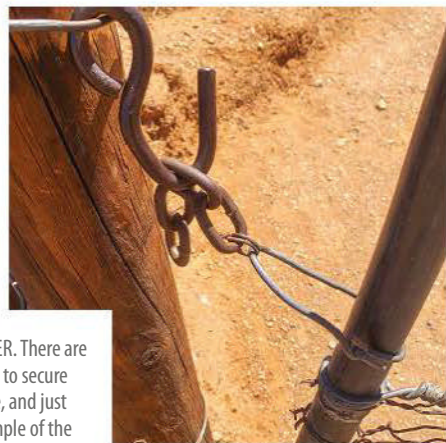
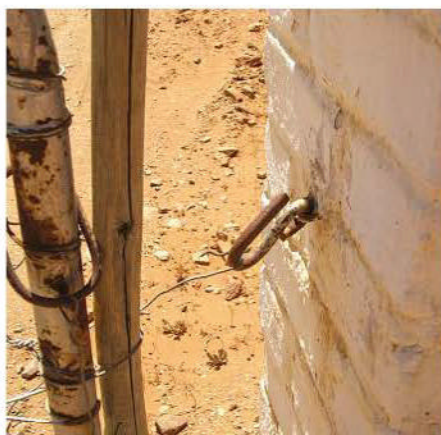
Thankfully, you don't have to open every one of the 26 gates, because from around Gate 10 onwards, they start standing open, and some are even wedged with stones so you can't easily close them again.

Later, the gates disappear altogether. The posts and fence wires are still there, but the gates themselves are gone. By now, you're almost out of the kloof and the Roggeveld and Stinkfonteinberg ranges come into view around you, with the highest peak known as Dobbelaarskop.

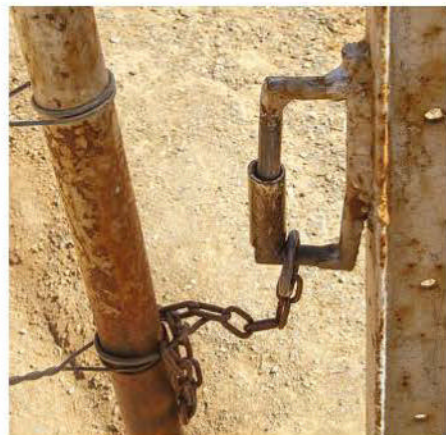
At Gate 18, the farm gates return, but they're now accompanied by cattle grids that keep livestock in while allowing vehicles to pass freely. Of course, nothing stops you from pulling up at one of the ordinary gates and asking a child who rarely leaves the city to hop out and open it. They probably won't know any better – and you can quietly chuckle while they wrestle unnecessarily with the latching mechanism.

After 60 km, you'll reach the 26th gate, at the holiday farm Papkuilsfontein. It's perhaps the strangest gate of them all, because it's locked. Metal posts on either side hold it upright, but the fence wires are long gone. The road simply passes on both sides of the gate, so you never actually have to drive through it.

By now your sprog will be well versed in the delicate art of opening a farm gate. It builds character and develops hands that might otherwise only be used for smartphones. It's also entertaining to watch young people trying to figure out the puzzles of all the different gate mechanisms along the way.



GATEKEEPER. There are many ways to secure a farm gate, and just a small sample of the possibilities are on display on this route. It's a good intro to the mysteries of the farm gate for your child.



A camping trip for the ages



For a close-knit group of friends from Gauteng, camping is not just a hobby but a monthly institution.

About a year ago, everyone decided to head off together to Botswana and Namibia. Nico and Mandy Prinsloo, together with Piet and Yvette Louw, organised the group's trip and made sure the seven families travelled safely and in an organised manner.

Along with them were Johan and Caryn Naudé, Leon and Sonja Berry, Terence and Catharine Dixon, Rean and Linda Barnard, and Hagen and Debbie Lammerding. Johan tells the story...

“Our journey begins at our first campsite in Zeerust. It's also a special occasion for us, because Caryn and I celebrate our twentieth wedding anniversary next to the fire.

The next morning, the excitement is palpable and

You have camping friends... and then there are the kind of friends willing to tow 4 830 km with you through our neighbouring countries. **Johan Naudé** tells the story of this remarkable experience.





FESTIVE TIMES IN NEIGHBOURING COUNTRIES. Seven friends from Gauteng hitched up their caravans and headed for Botswana and Namibia, where one memorable experience followed another. From breathtaking scenery to fun in the dunes – and even leopard tracks left behind in their campsite.

the radios start crackling: “Piet, Piet, come in!” Leon calls out excitedly. We’re eager for this camping holiday through our neighbouring countries, but before we can really get going, reality brings us crashing back to earth at the border post into Botswana.

The official looks at us expressionlessly and asks for our children’s full birth certificates. My heart sinks. We didn’t check properly before leaving home and here we are with only the abbreviated certificates for Micaela and Jessica. Stress levels shoot through the roof.

The officials on both sides of the border give us a proper grilling about it and the sweat pours off us from the tension, but after a lot of pleading and a bit of grace from Above, they let us through.

The first day in Botswana

is one for the books – full of drama. First, Nico hits an enormous pothole. The impact is so hard that he’s convinced he’s bent the axle on his vehicle. (He’s still driving with that same “bent” axle today, which probably means that Mahindra is tougher than he thought!)

Shortly afterwards, it’s Leon’s turn. In all the excitement, he didn’t properly secure his caravan’s electrical plug and it ends up dragging along the tar road. By the time we stop him, there’s literally nothing left of the plug.

Then we all learn a hard lesson about fuel: always carry extra. Leon runs his tank practically dry and doesn’t have a drop of spare fuel with him. Nico, being the good friend he is, gives Leon his jerrycan to help him out of trouble. But he forgets that his own vehicle only has a 45 ℓ tank.

Not long afterwards, Nico’s own fuel light starts flashing

“

The Fish River Canyon leaves us in silent awe of creation and we bring a few stones back as souvenirs

”



and, as luck would have it, the pumps at one fuel station after another are completely dry. With nothing but a lot of faith, hope and a light right foot, he eventually manages to find fuel – thankfully before ending up stranded next to the road.

Just when we think we can finally continue in peace, we come across a scene where a truck has overturned across the road. There's no other option but to leave the road and drive through thick sand

to get past the lorry... with our caravans in tow. Rean and Leon at least provide some 4x4 excitement by both getting stuck. Terence and I have to do the recovery work and rescue those who clearly haven't yet mastered the phrase "maintain your momentum".

Tired but relieved, we eventually arrive at Kalahari Rest in Kang and enjoy a great evening around the fire. We get lost in the silence of the bush. The next morning, we

see the tracks of leopards that came visiting while we were all asleep. What a beautiful place.

Just when it feels as if our nerves are starting to settle, the next big challenge lies ahead: the border post at Buitepos. The whole drama with the full birth certificates starts haunting us again.

The uncertainty eats at you, because you never know what kind of official you're going to get. But fate

plays a strange card this time. Nico, Leon and I drive straight past the inspection point quite innocently – we don't even notice the officials, and apparently they don't notice us either. Our caravans are therefore never searched, but while we're waiting in the office, we hear that we missed the important stamps. We have to jog the whole way back to have those slips officially signed so that we can be legally in Namibia.



TWO AND GO. Over a distance of close to 5 000 km, the group experienced more than enough excitement. Already on the first day it seemed as if fate had it in for them, but they didn't let it slow them down and travelled from one beautiful destination to the next.



From there, we head for the East Gate rest camp. But for me, this part of the trip is a bit of a blur, because a severe migraine hits me, and while the rest of the group prepares for a pleasant dinner, I have to retreat and lie low in the caravan to try to sleep off the pain. I'm so grateful to Caryn, who later brings me a plate of delicious steak and chips – exactly what I needed to get back on my feet. I'm just sorry I missed the milkshake everyone was raving about!

On the way to Arebbusch, the group starts to scatter a bit, with everyone on their own little mission. Nico and Mandy decide they urgently need local SIM cards to connect with the outside world and break away from the convoy to brave the centre of Windhoek. Hagen and Debbie seize the opportunity and follow in Nico's tracks, determined to explore some of the well-known sights in Namibia's capital.

The rest of us wait, but without us realising it, Hagen takes a different route out of Windhoek while we're standing on a hill looking out for any sign of him.

In the meantime, we get a proper glimpse into the psyche of the local traffic. I'm not exaggerating when I say drivers in Windhoek drive as if the devil himself is chasing them. It's worse than Joburg, and the word "reckless" doesn't even begin to describe it. We eventually decide it's

best to move on and tackle the road to Arebbusch before someone crashes into us.

When we arrive at the campsite, Hagen is there waiting for us with a broad smile...

Here at Arebbusch, the group becomes smaller again for a while. A few of the families unhitch their caravans and decide to push on to Spitzkoppe to experience the remarkable granite peaks and the raw beauty of that landscape.

READER STORY

I'd be lying if I said I wasn't jealous; I think the rest of us who stayed behind felt exactly the same. To ease the pain, the rest of the group spend the rest of the trip buying every little stone and souvenir they can find – as if they're going out of fashion.

From here, we head for the coast. As we progress, we see the landscape changing before our eyes: the horizon becomes an endless sea of white sand dunes... and before long, we drive into Langstrand.

Words cannot describe how happy I am that we'll be pitching our tents here for a few days. It's exactly what we need. The cooler sea air greets us and the first sunset over the Atlantic Ocean is nothing short of spectacular. At night, we lie and watch the lights of the ships flickering in the docks at Walvis Bay... something you don't often see in Boksburg.

Then the real fun begins: the dunes. When you're here, you simply have to take your vehicle into the dunes, right? On the incredible ride over the sand we hear the children in the other cars shouting with excitement at the top of their lungs.

Rean and Leon become close buddies there in the dunes, especially while they wrestle to find the right gear and enough momentum to get Leon's poor Ford bakkie up those steep slopes. Sonja doesn't trust the situation and climbs out, declaring she has no intention of getting stuck along with the bakkie today.

When Leon and Rean finally reach the top of the last dune and lean on the hooter with enthusiasm, I'm not sure who's happier – Leon or the bakkie!

Even Nico in the Mahindra, which he's dubbed "the master of all cars", shows us how to



AFTER ACTION... SATISFACTION. The tour delivered several highlights, but the truly special moments came in the evenings when this close-knit group of friends gathered around the campfire to share stories.





GIVE US A HAND HERE. No visit to Namibia would be complete without tackling the dunes with a 4x4 vehicle at least once, and this trip was no exception. Judging by the photos, everyone in the group had their turn getting stuck.



get properly stuck. But with patience, we manage to get him out as well. We reach the highest point you can drive to with a vehicle and have to walk the final stretch up the dune, where the wind almost blows us over the other side. The view, however, is worth every drop of sweat.

Under the guidance of Piet and Gustav, who lead us through the dunes, we learn that a Toyota can apparently go anywhere – but let's rather leave that debate for another evening around the campfire. I get stuck a few times myself – and that's when you really realise you never want to get lost in the desert.

While we enjoy fish and chips, the children slide down

the dunes on sandboards. Afterwards, their knees are scraped raw and their mouths full of sand, but they have the biggest smiles on their satisfied faces.

We visit Henties Bay, see the shipwrecks and go for a drive on the beach at Sandwich Bay with the Dixons – one of the absolute highlights of the entire trip.

All good things must come to an end, but before we can leave Langstrand, Leon once again proves at departure why he'll be remembered more as a lawyer than as a handyman. He pulls away so quickly that the caravan coupling comes slightly loose and Sonja – who is considerably handier than her husband – has to

use a cable tie to secure the caravan to the Ford.

Back at Arebbusch, Nico gathers the group and delivers something of a state-of-the-nation speech, giving us a proper dressing-down because the group had scattered so badly earlier on the trip. We all solemnly promise that on the journey home we'll stick together.

The road back is filled with small moments: Piet driving so fast – from shade tree to shade tree – that we almost miss the Tropic of Capricorn; the beautiful quiver tree forest; and the hilarious moment when Piet and Yvette get lost.

At Mariental, Jessica, who had felt a little under the weather earlier, makes a remarkable recovery because she doesn't want to miss out on the fun. At night, we search for scorpions with Piet and Terence's UV torches. It's quite a sight to see them glowing like neon lights in the dark under the beam of the torch.

A hearty farm breakfast makes the drive to Grünau a real pleasure, and despite Piet and Nico racing each other to claim the best campsite first, the Dixons and us end up under the best tree in the place. The Fish River Canyon leaves us in silent awe of creation, and we bring a few stones back as souvenirs.

Every moment is special – from the sunsets at Grünau to the tranquillity at Oranjerus near Upington, where the girls make savoury pancakes and tuna pie. Even when the older folks leave the tour and our Garmin sends us through Vryburg instead of along the right route, nothing can dampen the spirit.

It was 4 830 km of pure adventure. To everyone who was part of it: thank you for the memories from this trip of a lifetime. ”

Johan wins a Jackery Evo Charge LED power bank flashlight. This versatile little device features adjustable light modes, including emergency lighting of up to 320 lumens. It's water-resistant, equipped with built-in magnets and powered by a 7 800 mAh battery that can also charge your smartphone. @sustainable.co.za

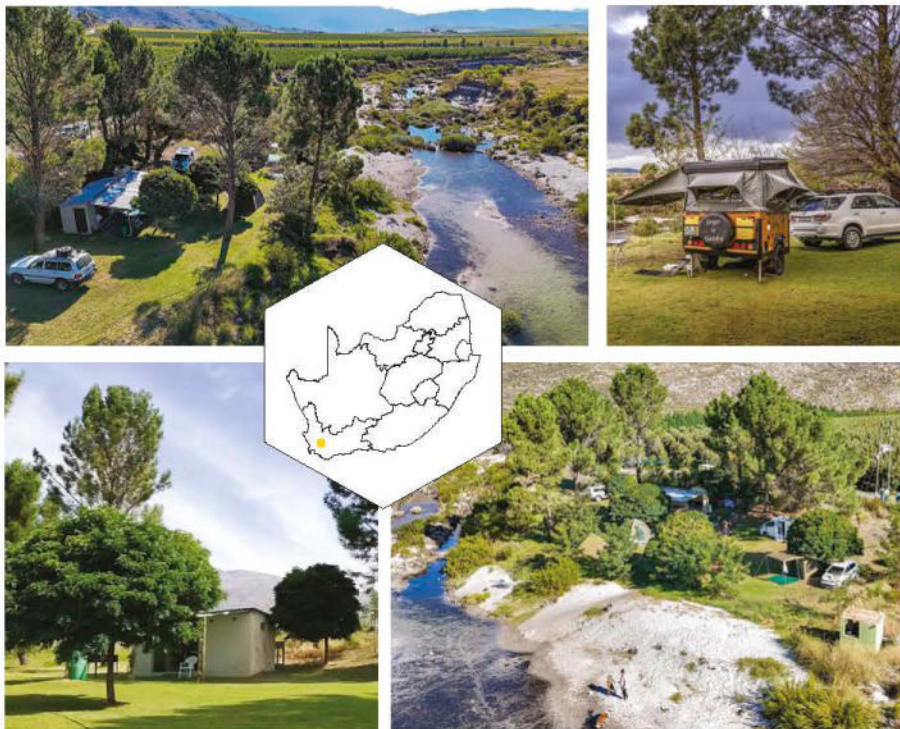


Top dog

These eight campsites will make you and your four-legged sidekick feel right at home.

Compiled by **Leon Botha**

APPLE CAMP (CERES HIDEAWAYS)



Pet terms The campsite isn't fenced.
Have we visited before? No.

Campsite A private campsite for one group of up to 18 people, set on a farm beside a small stream. You camp on grass in the shade, and the base rate covers the first four guests. There's a covered built-in braai, as well as an open firepit. Bring your own grid.

Ablutions A separate shower and toilet, each with its own basin and a gas geyser for hot water, plus a small kitchen.

Arrival and departure 14:00 and 11:00.

Contact 083 499 1524

book@cereshideaways.co.za

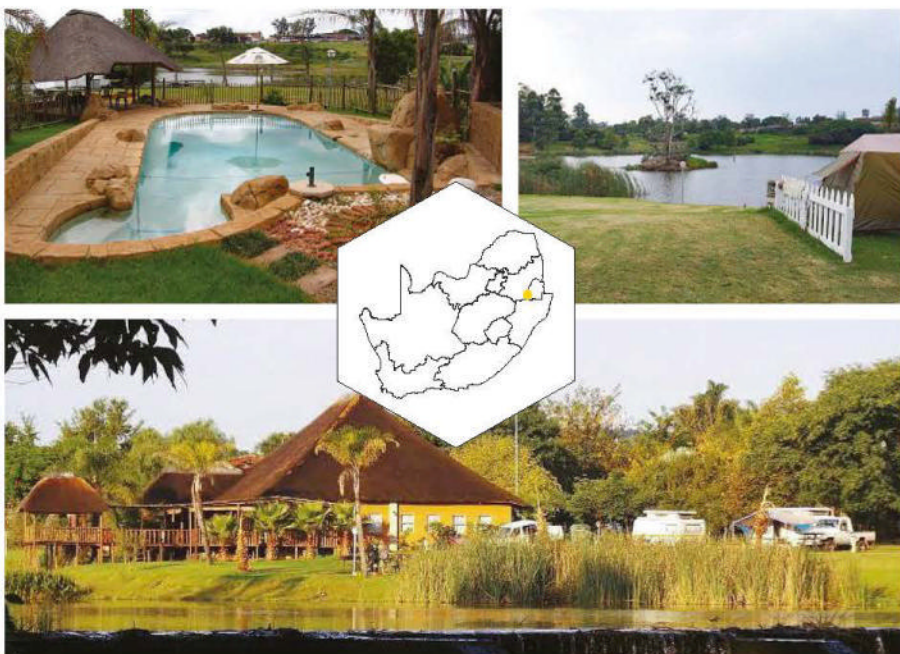
cereshideaways.co.za

Nearest town Ceres, 15 km.

Road condition About 3 km of gravel with a short sandy section.

GPS S33.420057 E19.399041

WATERSIDE LODGE



Pet terms The lodge sits alongside a main road, so keep pets close.

Have we visited before? No.

Campsite Between 4 and 8 stands, depending on group size. The stands are grassed with limited shade, and everyone shares two communal braai areas.

Ablutions One ablation building with separate men's and women's facilities, each with showers and toilets. The dishwashing area is outside, and there's a laundry service available.

Arrival and departure No set times.

Contact 082 338 1732

watersidelodge2255@gmail.com

waterside-lodge.net

Nearest town In eMkhondo (Piet Retief).

Road condition Tar all the way.

GPS S27.013086 E30.804837

AUGRABIES FALLS LODGE



Pet terms Make sure your pets don't disturb fellow campers.

Have we visited before? No.

Campsite 8 grass stands with plenty of shade. Each stand has a free-standing braai with its own grid. If you'd like to stay longer than 31 days, arrange this directly with the lodge.

Ablutions Private ablutions at each stand, including a small kitchenette, shower, basin and toilet.

Arrival and departure 14:00 and 10:00.

Contact ☎ 081 840 0623 or 054 451 7203

✉ info@augfallsdodge.co.za

🌐 augrabiesaccommodation.co.za

Nearest town Kakamas, 34 km.

Road condition Tar all the way.

GPS S28.640266 E20.350033

KRIEDOUW



Pet terms Up to two dogs allowed with prior arrangement. An additional fee applies.

Have we visited? Yes, April-May 2024 (*Drive & Camp #60*). Kriedouw has new owners and used to be known as Lylus.

Campsite 6 stands each set up for up to 8 guests on lovely lawn. The stands are far apart, and one is reserved for tents. Arrange prior for a stay longer than 31 days.

Ablutions Your own, including an open kitchen with washing-up facilities.

Arrival and departure 14:00 and 10:00.

Contact ☎ 027 482 2805

✉ stay@kriedouw.com 🌐 kriedouw.com

Nearest town Clanwilliam, 32 km.

Road condition The last 4,7 km is a dirt road.

GPS S32.371710 E18.986965

OLD THOMAS RIVER VILLAGE



Pet terms All pets are welcome.
Have we visited? No.

Campsite 15 sites on lawn each with its own power point – some with pepper trees for shade. Braais are portable with own grid and wifi near the swimming pool.

Ablutions One building with separate amenities for men and women: bath and showers both sides, but no wash-up.

Arrival and departure No set times.

Contact ☎ 045 843 1504 or 082 659 8103

✉ bookings@oldthomasriver.co.za

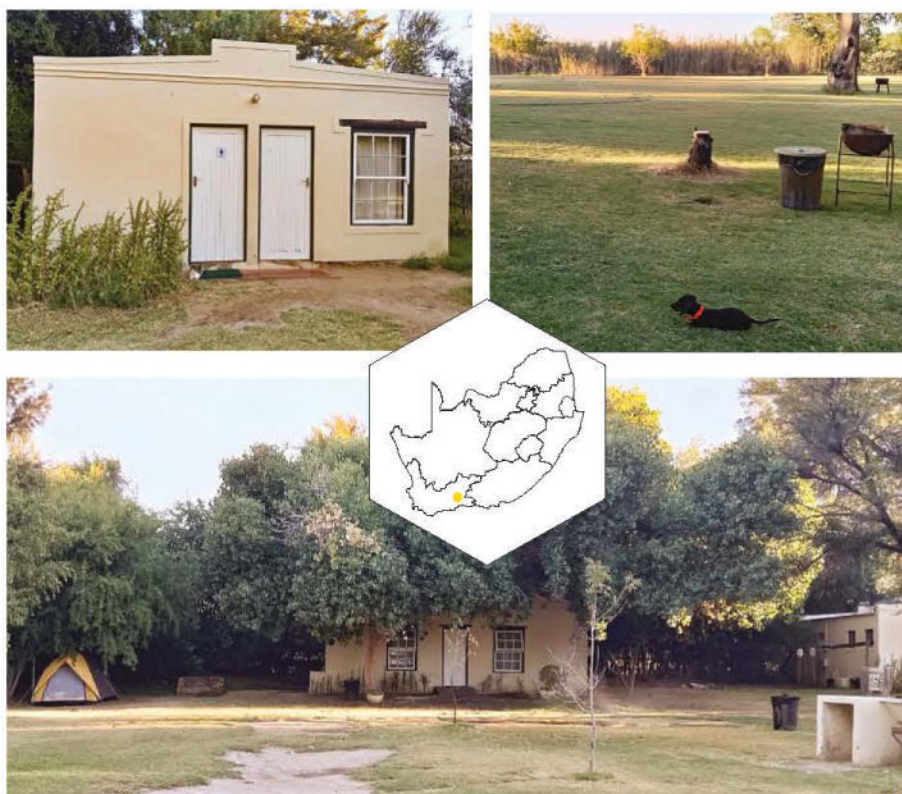
🌐 oldthomasriver.co.za

Nearest town Stutterheim, 30 km (from East London's side), and Cathcart, 25 km (from Johannesburg's side).

Road condition The last 4 km is a well-maintained gravel road.

GPS S32.459545 E27.268271

OLIENHOF



Pet terms Maximum of two small dogs; please arrange beforehand.

Have we visited before? Yes, June 2011 (*WegSleep* #34).

Campsite An open grassy area on an olive farm with morning and afternoon shade, plus 18 power points. Braais are free-standing – bring your own grid.

Ablutions 2 separate ablution buildings for men and women, each with showers and toilets. The dishwashing area is outside.

Arrival and departure 14:00 and 10:00, but flexible if arranged.

Contact ☎ 023 541 1687

✉ wendy@princealbertolives.co.za

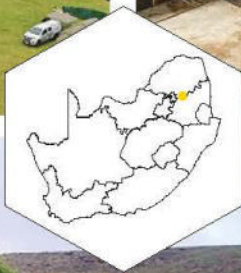
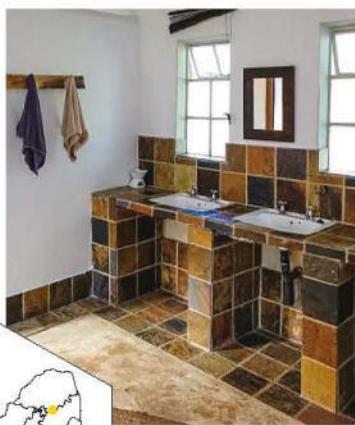
🌐 princealbertolives.co.za

Nearest town In Prins Albert.

Road condition 500 m of gravel within town, about 800 m from the main road.

GPS S33.218974 E22.036366

DULLSTROOM ON THE DAM



Pet terms Friendly pets are welcome; it's a dog paradise with walking trails and a dam for swimming in.

Have we visited before? No.

Campsite Plenty of space and a calm atmosphere. Stands aren't allocated, so you can choose your own spot. Power points use standard household plugs.

Ablutions 2 ablation buildings, each with showers and baths.

Arrival and departure No set times.

Contact 061 762 3209 or 083 252 2704

☎ bookings@dullstroomonthedam.co.za

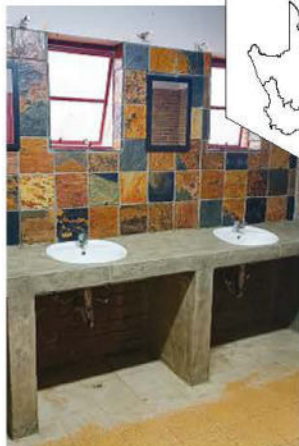
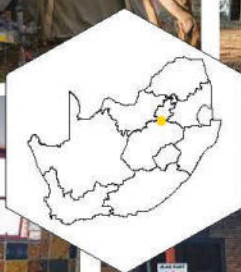
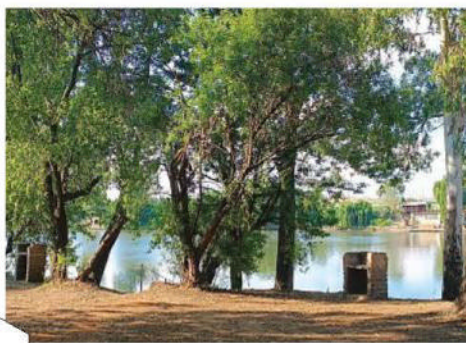
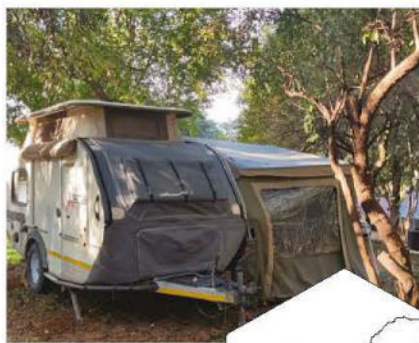
🌐 dullstroomonthedam.co.za

Nearest town Dullstroom, 1 km.

Road condition 300 m of gravel.

GPS S25.405140 E30.106920

WESTVAAL



Pet terms Up to two small dogs per stand. They must be on a leash outside your campsite and should not disturb other campers.

Have we visited before? No.

Campsite Around 80 powered stands across two camp areas, with 15 set right on the banks of the Vaal River. These riverfront stands have built braais; a further 10 braais are shared among the other stands. River stands are mostly on soil, while the rest are grassed. Taps are communal. Outdoor seating areas are available at the pool.

Ablutions Each camp area has its own ablation block with showers and a wash-up area.

Arrival and departure 14:00 and 11:00.

Contact 073 489 1647

☎ info@westvaalresort.co.za

🌐 westvaalresort.co.za

Nearest town Sasolburg, 25 km.

Road condition Tar all the way.

GPS S26.773583 E27.657092 📍

Tata takes flight

Tata returns to South Africa with real intent, and we take its latest vehicle to the country's oldest plains.

Words **Cyril Kloppe** Photos **Cyril Kloppe** and Supplied



TATA HARRIER

Tata Motors began to fade into the background in 2017 and officially left South Africa two years later without saying a word. In August 2025, however, the Indian vehicle giant announced its return with four brand-new models and 45 dealers across the country (almost up to 50 by now). One of these four vehicles is the Tata Harrier, the bigger brother to the Tiago, Punch and Curvv.

There are three Harrier models to choose from: the entry-level 2.0TD Pure (R549 900), the 2.0TD Adventure (R645 900) and the 2.0TD Fearless, which we discuss here.

As for the name, a Harrier is a type of bird, a type of aircraft, a breed of dog and, of course, also the name of a whisky that's on special at Tops this weekend for R149! We do not, however, believe Tata's flagship model was named after the latter.

Interior and exterior

Family vehicles are traditionally not the most exciting machines, but in the category where the Harrier competes – the so-called compact SUVs – there is indeed quite a bit of appealing metal around. The Harrier, for example, has interesting lines and design choices that give it a modern and luxurious appearance. We particularly like the front and rear lights, which at night look like a single strip stretching across the width of the vehicle.

The interior looks and feels luxurious, but when you start fiddling with things like the gear selector and switches, you do notice that the build quality is not the best. Yes, the touchscreen on the centre console responds quickly, but the screen in our test vehicle rattled slightly on gravel roads and there were a few other squeaks inside the cabin.

Rear legroom is acceptable, unless you're taller than 1,8 m, but shorter passengers will find the rear bench super comfortable and the boot fairly spacious, with a capacity of 445 ℓ.

We have mixed feelings about the Tata Harrier's ergonomics. The seats are comfortable, especially the rear bench, and the driver gets a fully adjustable steering wheel and seat. However, the buttons on the centre console are of the touch-sensitive type and you have to be quite precise with your finger or you'll press the wrong one. Even the hazards are not operated by a physical button, and it was sometimes difficult to flash a quick "thank you" when someone pulled onto the shoulder to let us pass.

Other controls that proved frustrating include the electric parking brake, which operates via a switch marked with the letter P. The problem is that the parking gear is not a position on the gear selector, but also a button located near the parking brake switch – and it is also marked with a P. We were caught out a few times when we wanted to engage Park when stopping at a farm

“

The Harrier, for example, has interesting lines and design choices that give it a modern and luxurious appearance

”



DUSTY. The Tata Harrier has the looks of an SUV, but all-wheel drive isn't an option. It did fare well on the gravel roads of the Karoo, however.





SOMETHING BORROWED...
Some of the components like the engine comes from another brand, as do graphics like the lioness with cubs on the rear windscreen which is pure Jaguar.



gate but accidentally pressed the parking brake button instead, leaving the gearbox in Drive – the parking brake doesn't engage if the car is still in Drive...

How does it drive?

The real charm of a diesel engine is the abundance of torque at your disposal. The Harrier's Kryotec engine – a development of Fiat's Multijet engine that Tata acquired in the 1990s – can also be found in vehicles such as the Suzuki SX4, Jeep Compass, Fiat 500X and Opel Zafira.

And if the ride quality feels familiar, it's because the Harrier's chassis comes directly from the first-generation Land Rover Discovery Sport (as well as the Jaguar E-Pace and Range Rover Evoque) – Tata, after all, owns JLR.

The engine and chassis are therefore proven components from which the Harrier benefits. All three Harrier versions are front-wheel drive, and all-wheel drive is not currently being considered. The electronic traction control and Rough drive mode fitted to our Fearless model performed very well on the Karoo's gravel roads.

The intelligent safety systems did interfere somewhat on those same Karoo roads where we tested the Harrier. An insect probably flew into one of the sensors, because our test vehicle occasionally braked by itself with warnings that there were obstacles in the road ahead – even though there was nothing there. The bushes along the roadside also fooled the parking sensors, and we had to switch them off every time we got back into the car after taking photos.

The Bridgestone EcoPla tyres Tata chose for the Harrier deserve special praise, however. They never let us down, even though some of the rocky tracks we drove were genuinely rough.

The competition

The Tata Harrier competes with the Kia Sportage and Hyundai Tucson. These three are the closest rivals in terms of appearance, but when it comes to specifications we also include GWM's Tank 300. All four competitors have diesel engines, but the Hyundai Tucson feels the liveliest with 137 kW compared with the Tata's 125 kW.

You'll tow a trailer most comfortably

with the GWM Tank 300's 480 Nm of torque compared with the Tata's 350 Nm. The Tank 300 also has more gears in its auto gearbox (nine instead of the Tata's six), and its fuel tank (78 l) is larger than the Harrier's 50 l.

The Kia Sportage may have a smaller 1,6 l engine, but it's paired with a dual-clutch transmission (DCT), which makes it a pleasure to drive. The latest Kia Sportage generally feels more modern than the Harrier, even though the Tata was launched more recently.

Conclusion

The Harrier is certainly not a bad vehicle, but the quality of its interior finishes is somewhat disappointing. The GWM, Kia and Hyundai all feel more refined than the Tata.

The contributions of the chassis and engine to the excellent ride quality are commendable, but this is older technology that should have helped bring the purchase price down rather than hold it up. At close to R700 000, there are better choices than the Tata Harrier Fearless – including the Harrier Pure, which is R150 000 cheaper and does not come with the unnecessary electronic bells and whistles of the Fearless model.



SPECIFICATIONS

Model tested.....	Harrier 2.0TD Fearless
Engine.....	1 956 cc, four-cylinder turbodiesel
Power.....	125 kW @ 3 750 r.p.m.
Torque.....	350 Nm @ 1 750 r.p.m.
Transmission.....	Six-speed automatic
Fuel consumption.....	7 l/100 km (tested)
Tank.....	50 l
GVM.....	2 296 kg
Payload (GVM – tare).....	475 kg
Towing capacity.....	750 kg/3 500 kg (braked)
Dimensions.....	4 605 (l) x 2 131 (w) x 1 718 mm (h)
Ground clearance.....	205 mm
Wheel size.....	235/60 R18
Safety rating.....	★★★★★ (Global NCAP 2025)
Service plan.....	5 years/75 000 km
Warranty.....	5 years/125 000 km
PRICE.....	R699 900



ERGONOMICS. The text on the dials (left) is tiny and you almost need glasses to read it. And we sometimes confused the two P-buttons (top) which led to awkward situations.



FROM THE COMPETITORS
Compact SUVs with five seats
and a diesel engine



R649 900

GWM Tank 300 2.4 Luxury

Lower price with significantly better off-road ability.



R662 995

Kia Sportage 1.6 DRDi

Slightly cheaper, but it feels more modern.



R709 900

Hyundai Tucson 2.0 Executive

In our view better value for money, and it comes with a longer warranty period.

Venture beyond the skyline

Travellers with light vehicles such as the Suzuki Jimny and Renault Duster have until recently had to make do with small trailers offering limited packing space. Trek Lifestyle now builds a full-size off-road trailer that you can tow with a code B driver's licence.

Words and photos **Cyril Kloppe**



HORIZON ADVENTURE

The Eastern Cape company Trek Lifestyle has been active in the plastics industry for 60 years. In addition to plastic products for state institutions such as the military and railways, the company in Gqeberha also supplies Trek Sky roof boxes and Trek Horizon trailers to travellers. We recently hitched the heaviest version of the Trek Horizon trailer to South Africa's smallest and lightest four-wheel-drive vehicle to see how the combination performs.

Front runner

At the front of the A-frame is a Knott tow hitch with a towing capacity of 2 t and a static vertical load of 100 kg on the towball. The hitch has the usual cable that loops over the tow vehicle's towball and pulls the trailer's handbrake tight if the coupling comes loose, as well as a safety chain that hooks over the towball to prevent the trailer from leaving the road should it detach.

Next to the handbrake lever is a sturdy jockey wheel that can be removed and stored in the nosecone. Between the handbrake and the nosecone is an aluminium bracket where you can strap down two 5 ℓ gas cylinders – one for the gas stove and the other for a shower.

A National Luna battery system with various power sockets, fuses and switches is housed inside the nosecone, which has a capacity of 210 ℓ. There are also Anderson-type power connectors and ample packing space for items such as the jockey wheel and tools. The lid of the nosecone seals dust-tight, and everything inside remained bone-dry and spotless after we had spent several hours driving on gravel roads.

A weighty matter

Before we discuss the Trek Horizon further, it's worth noting that its base model weighs 380 kg. Included in that are the galvanised chassis, drawbar, jockey wheel, corner stabilisers, roof rack, side steps, 245/70 R16 off-road tyres, the nosecone and a load bay offering 1 340 ℓ of packing space and a permissible payload of 1 120 kg – more than a typical double-cab bakkie can carry!

Almost everything we discuss from here on, however, affects the tare weight of the base trailer. The basic Trek Horizon costs R114 510, but the version we tested – the Trek Horizon Adventure – weighs 470 kg and costs R163 355.

Frame of reference

One of the features that sets the Trek Horizon Adventure on these pages apart from the Trek Horizon Utility and trailers from other



SERVICE. The lower-specified Utility model (shown here) is adequate if you'd rather forego the tent frame with its various attachments. You can still bolt a rooftop tent or bike rack to the static carrier frame if you wish.



manufacturers is a tent frame bolted onto the trailer. The height of this frame can be adjusted, and it carries a rooftop tent, awning and shower tent on top, two fuel cans on the right-hand side and a camp kitchen box on the left-hand side – everything except the frame itself is optional equipment.

The reason the frame is height-adjustable is so that you can open the trailer's lid to access items stored right at the back of the bin.

Side kitchen

On the left-hand side is a box with a lid that drops downwards. Inside the dust-proof box there is space for a two-burner gas stove and two drawers that slide out to the left and right. The left-hand drawer has a fold-out washbasin with a tap, while the right-hand drawer is a handy storage space for cutlery. The box is an optional extra costing R16 620.

There are slots for 8 mm anchor points in the kitchen unit and all around the trailer, allowing you to secure a variety of equipment.

Load up and head out

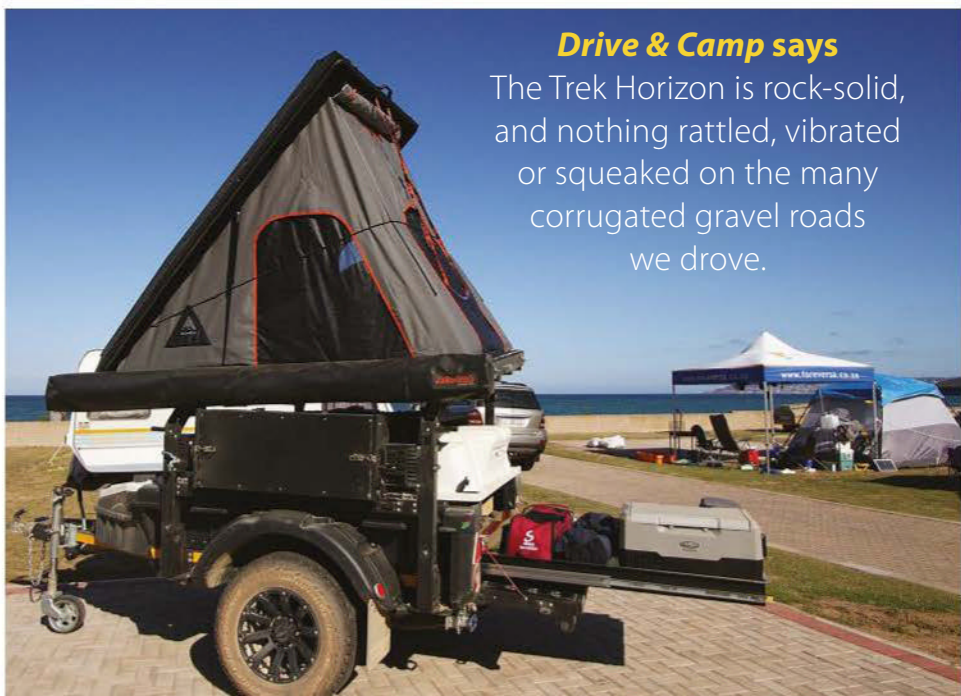
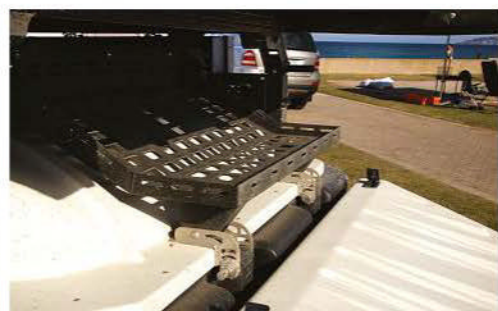
Inside the body of the Adventure is a large steel drawer for a 35 l fridge/freezer and all your camping gear – this is also an optional extra costing R16 170. You can pull out this drawer by lifting the trailer's lid by just a centimetre, without having to raise the frame. This is particularly useful when you stop briefly at a roadside pull-off and want to grab a cooldrink and fruit salad from the fridge/freezer without lifting the frame.

Above the large drawer is a smaller one made of plywood (R3 635), where you can pack lighter items such as clothing bags, but to use this drawer you need to lift the trailer's lid higher.

During our test, we noticed that the lid was not 100% dust-proof. Trek Lifestyle explained that our trailer was a pre-production model intended for display. The production models are reportedly completely sealed.

There are four 12 V power sockets inside the trailer for your fridge/freezer and other electrical equipment. The socket panel has an on/off switch and a gauge indicating the battery's charge level.

Lastly, there is a basket at the front of the trailer's lid where you can strap down two bags of braai wood. The basket is standard equipment, as is the electrical wiring.



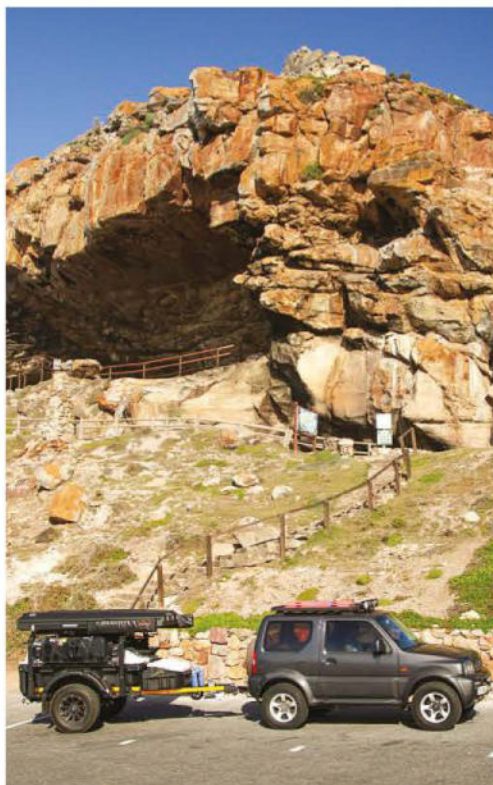
Drive & Camp says

The Trek Horizon is rock-solid, and nothing rattled, vibrated or squeaked on the many corrugated gravel roads we drove.

What comes standard?

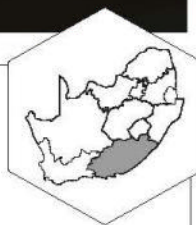
Included in the Adventure's price are the tent frame, cargo rails to which you can attach 8 mm anchor points, a spare-wheel hoist, basket for braai wood, Monroe shock absorbers, stabilisers, electrical harnessing and power points and gas cylinder holders.

Trek Horizon has launched a website where you can digitally "build" a trailer with all the accessories you require. You can, for example, request bike racks, a powered 55 ℓ water tank, a table divider and the other optional extras mentioned here. The website will then generate a quotation and take your order if you accept it. The site was not yet ready at the time of going to print, but you will find it at build.lifestyle.com



SPECIFICATIONS

Manufacturer	Trek Lifestyle
Model	Horizon Adventure
Sleeping	Rooftop tent
Size	3,5 x 1,7 x 2 m
Tare	470 kg
Max payload	1 030 kg
GVM	750 kg (1 500 kg max)
Axle load	2,5 t
Wheel size	16-inch
Chassis	Galvanised
Body	Plastic
Price	R163 355



Dealer network Head office and showroom in Struandale, Gqeberha.

Contact ☎ 041 453 7707 ✉ info@treklifestyle.com 🌐 treklifestyle.com



R163 355

**TREK HORIZON
ADVENTURE**

GVM 750 kg

FROM THE COMPETITORS*

Off-road trailers suitable for a rooftop tent with a GVM of 750 kg



R90 000 (base trailer)

**BORDERX
OVERLANDER**

GVM 750 kg

The body is made from sheet metal and finished with baked powder coating.



R195 000

**BUSHWAKKA
WEEKENDER**

GVM 750 kg

The body is made from unpainted stainless steel.



R104 200
(tent included)

**VENTER
SAVUTI XLX**

GVM 750 kg

The body is made from galvanised steel with baked powder coating.

** As listed in the 2025 Buyers' Guide. The price is an indication of a standard trailer – how each model is equipped differs from manufacturer to manufacturer.*

Drive & Camp borrowed the Horizon Adventure, a prototype, from the manufacturer.

Talk with your hands

We discuss the 11 most common hand signals used to guide the driver of a 4x4 vehicle through an obstacle.

Words and photos Cyril Kloppe



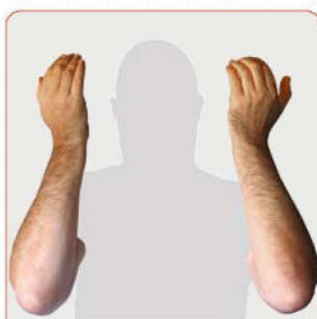
Sometimes, it's difficult to see exactly where your vehicle's wheels should track through a 4x4 obstacle. That's when you can ask a trusted companion to guide you using hand signals.

We call this person a spotter, but they may as well be called a conductor, as that is what they do. You and your spotter must trust each other implicitly: you that he or she will guide you along the best possible line through an obstacle with no or minimal damage to your vehicle, and he or she that you will follow the instructions and not try to be a know-it-all.

The spotter must always make sure the driver can see their hands, and they are also responsible for moving bystanders away if they are standing too close to the action – or calling them closer if rocks need to be packed under the wheels. Such a person must also be aware of what is happening behind them so they don't lose their balance and injure themselves.

The driver must follow the spotter's hand signals faithfully, but they do have every right to refuse an instruction if they feel the challenge is too difficult. If the driver disagrees with the spotter, they should never simply ignore them. Rather stop and discuss your concerns so that you can come up with a plan together.

Here are the 11 most common hand signals, with photos, that a spotter can use to guide their travelling companion through an obstacle.



Move forward

The spotter stands with both hands raised, beckoning with their fingers to indicate that the driver should slowly move forward.

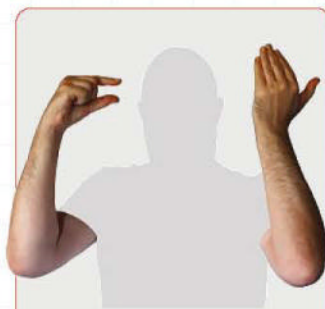
The driver continues moving forward slowly, without stopping, for as long as the spotter signals them to come closer.



Slow down

The spotter holds their palms facing downwards and moves their hands up and down to signal that the driver should slow down.

The driver immediately lifts their foot off the accelerator to slow down, but the idea is not to come to a complete stop.



Come a little closer

The spotter uses the thumb and index finger of one hand to form the "a little" gesture, while using the other hand to signal the driver to proceed forward.

The driver moves forward slowly, fully expecting the spotter to tell them to stop at any moment.



Stop

The spotter holds both palms upright to instruct the driver to bring the vehicle to a stop.

The driver gently presses the brake pedal (there is no need to stomp on it) to stop and wait for the next instruction.



Turn sharply left

The spotter signals for the driver to stop and indicates with both index fingers that the driver should turn the steering wheel sharply to the left.

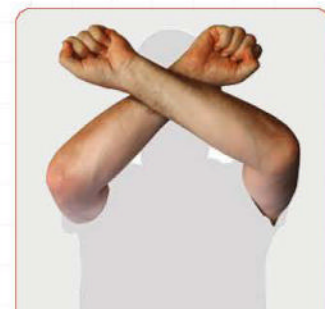
The driver stops the vehicle, turns the steering wheel as far left as possible, and waits for the next instruction.



Move forward and turn slightly right

The spotter signals with one hand that the driver should move forward and indicates with the index finger of the other hand which direction the driver should turn.

The driver moves forward slowly and turns the steering wheel slightly to the right – depending on how sharply the spotter's index finger indicates the turn.



Stop and switch off

The spotter crosses their forearms with clenched fists raised. They keep doing this until the driver applies the handbrake and switches off the engine.

The driver knows something is wrong and that they and the spotter need to quickly confer about the next step.



Move forward, keep sharply left

The spotter keeps the index finger of one hand pointing sharply to the left, while using the other hand to signal the driver to move forward.

The driver keeps the steering wheel held in the position for a sharp left turn and moves forward slowly.



Reverse

The spotter points with their index fingers to indicate that the driver should slowly reverse in the direction they came from.

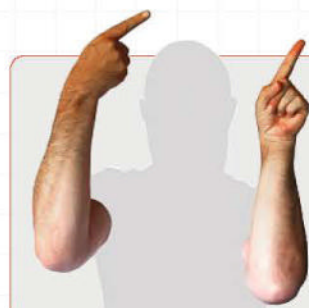
The driver engages reverse gear and slowly backs up in the direction indicated by the spotter.



Stop immediately

The spotter clenches both fists and holds them up to signal that the driver must stop immediately. They may even shake them if the situation is urgent.

The driver immediately presses the brake pedal without stalling the engine and waits while the spotter repositions or works out a new line.



Turn slightly right

The spotter signals the driver to stop and uses their index fingers to indicate that the steering wheel should be turned slightly to the right.

The driver watches the spotter's fingers. If the fingers point 45° to the right, the driver also turns the steering wheel 45° to the right until the spotter signals that it is far enough.



Ground or rooftop?

Is it better to sleep in a ground tent or a rooftop tent? As with most things in life, there are advantages and disadvantages to each.

Words and main photos **Cyril Klopper** Product photos **Supplied**

We discuss the pros and cons of a rooftop tent versus a ground tent and take a look at what is available on the market. Here are five arguments in favour of each. We also highlight 11 tents – old and new – that you can consider for your next overland trip.

Safety A rooftop tent offers emotional peace of mind when you're camping among lions and

elephants. We say "emotional", because nothing stops a hungry lion from pulling you out of your rooftop tent. You are, however, safe from snakes and scorpions – something a ground tent cannot guarantee.

Durability Rooftop tents may last longer because they're not lying on the ground where sticks and stones can damage them. That said, a good dome tent made from strong materials can last you a lifetime, while a cheap rooftop

tent made from thin fabric can be torn apart by strong winds in no time.

Transport Many readers may feel differently, but we don't enjoy driving around with a rooftop tent all the time. It's much easier to take a folded ground tent out of the boot and store it in a corner of your garage. Removing a rooftop tent is a lot more effort.

Comfort It's not easy to get dressed or undressed in a rooftop tent, and if nature calls in the

middle of the night, you have to climb down that ice-cold aluminium ladder. No thanks!

Camp Yes, a rooftop tent sets up quickly and you're elevated above insects and snakes, but you have to pack up if you head out on a game drive. With a ground tent, you can simply leave it standing when you leave camp. It's also easier to move a ground tent to a patch of level ground under a tree where your bakkie and rooftop tent might not fit.



TENTCO CLAM SHELL ROOFTOP TENT

Curl up in your shell

This rooftop tent is made from 280 g ripstop fabric and 420D nylon with an aluminium shell. It has two entrances on either side of the tent and a large window at the foot end. The tent weighs 89 kg in total.

Sleeps 2

Dimensions 1,45 m (h) x 2,1 m (l) x 1,43 m (w)

Price R33 500 at Tentco.



HOWLING MOON COMET 2 ROOFTOP TENT

Reach for the stars

Howling Moon's Comet rooftop tent is made from 320 g breathable fabric and 210D nylon in an aluminium shell. The mattress is 50 mm thick and made from foam – and you also get a 2,3 m ladder. The tent weighs 85 kg including the ladder.

Sleeps 2

Dimensions 1,5 m (h) x 2,15 m (l) x 1,33 m (w)

Price R42 150 at Howling Moon.



TENTCO 2.0 M ROOFTOP TENT

For the whole family

This rooftop tent is made from 260 g ripstop fabric that is resistant to UV rays and mould. The floor is made from marine plywood and you get two aluminium ladders. The total weight of the tent is 86 kg.

Sleeps 4

Dimensions 1,25 m (h) x 2 m (l) x 2,4 m (w)

Price R22 390 at Tentco.



IRONMAN 4X4 ORION 1400 ROOFTOP TENT

Tough as nails

Ironman 4x4's Orion 1400 rooftop tent is made from 320 g ripstop fabric that folds into an aluminium shell. It weighs 92 kg, and Ironman 4x4 says the tent is suitable for all four seasons. It reportedly takes less than 3 minutes to set up or pack away.

Sleeps 2

Dimensions 1,4 m (h) x 2,3 m (l) x 1,63 m (w)

Price R42 000 at Ironman 4x4





TENTCO SAVANNAH 4 DOME TENT

A trusted classic

Tentco's well-known Savannah 4 sleeps four, although three people will be more comfortable. It's made from 260 gsm water-resistant canvas and the groundsheet is 320 gsm PVC. It has only one window, but there are ventilation vents in the roof.

Sleeps 4

Dimensions 1,95 m (h) x 2,5 m (l) x 2,5 m (w)

Price R4 900 at Tentco.



FALKSON FVELDT FAMILY TENT

Tradition-bound

This family tent has a groundsheet made from 550 gsm PVC and the tent fabric is waterproof 320 gsm ripstop material. The poles are 22 mm galvanised steel and the zips are manufactured by YKK. The tent weighs 58 kg.

Sleeps 6

Dimensions 2,25 m (h) x 6,6 m (l) x 3,2 m (w)

Price R18 299 at Falkson.



OZTENT RV-4 GROUND TENT

Lightning fast

Oztent says its RV-4 can be pitched in just 30 seconds. The tent comes with its own awning, and you can zip two side panels (optional at R6 338) and a front door (R3 531) onto it to fully enclose the awning area. The tent fabric is made from durable ripstop material and the tent weighs 22,7 kg.

Sleeps 4

Dimensions 1,9 m (h) x 2,4 m (w) en 4,4 m (d, including the awning)

Price R14 626 at Oztent.

THULE OUTSET TOWBAR TENT

Totally hooked

Thule's Outset has wheels so you can roll it closer, hitch it to your vehicle's towbar and take it along on holiday. It's made from 600D ripstop material and weighs 70 kg. When folded, its dimensions are 144 x 74 x 90 cm.

Sleeps 3

Dimensions 1,44 m (h) x 2,64 m (l) x 1,78 m (w)

Price R80 000 at Thule





OZTENT BUNKER PRO BED TENT

A solo affair

If you travel alone, you can certainly consider Oztent's bed tent. It consists of a camp bed that can support a weight of 150 kg and a waterproof tent sewn onto it. In its carry bag the dimensions are 113 x 19 x 30 cm and it weighs 17,23 kg.

Sleeps 1

Dimensions 1,4 m (h) x 2,1 m (l) x 0,9 m (w)

Price R10 389 at Oztent.



NATURAL INSTINCTS 3 SWIFT POP-UP TENT

Fast Freddy

This tent is aimed at people who don't have time to wrestle with poles or who don't plan to camp in one place for days. The tent pops open in an instant and is made from 185T polyester with a 120 gsm polyethylene groundsheet and fibreglass ribs. It weighs a mere 2,4 kg and guy ropes keep it from blowing away.

Sleeps 3

Dimensions 1,05 m (h) x 2,3 m (l) x 1,8 m (w)

Price R1 800 at Outdoor Warehouse.

K-WAY 3 POP-UP TENT

Hasty Harry

Like the Outdoor Warehouse offering alongside, K-Way's pop-up tent is aimed at people who don't enjoy struggling with complicated setups. The groundsheet has a water column rating of 5 000 mm and the roof flysheet is rated at 2 000 mm, so it holds up well in heavy rain. The tent also has two doors for good ventilation.

Sleeps 3

Dimensions 1 m (h) x 2,35 m (l) x 1,8 m (w)

Price R1 100 at Cape Union Mart.



BUY PRODUCTS HERE

● tentco.co.za ● howlingmoon.co.za ● ironman4x4.co.za ● falksontents.co.za ● oztentssa.co.za ● outdoorwarehouse.co.za ● thule.com/en-za ● capeunionmart.co.za



Hit the road - it's the weekend

Road trips call for serious snack planning. Our six picnic-ready treats make the perfect excuse to pull over, spread the blanket and enjoy the journey.

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

SAUSAGE ROLL PASTRIES

Let the wheels roll!

Who doesn't love a good old meat pastry! The addition of caramelised onion adds just the right hint of sweetness.

Ingredients

(makes 24 bite-sized pastries)

- 1 roll (400 g) frozen puff pastry, thawed
- 500 g boerewors
- 3 tbsp onion marmalade (we used Forage & Feast's Caramelised Onion Cheese Topper)
- 1½ cups grated white cheddar
- 1 egg, beaten
- 2 tsp sesame seeds, for sprinkling

Here's how

1 Preheat the oven to 200 °C. Roll out the puff pastry and cut it lengthwise down the middle so you have two long strips.

2 Brush the pastry all over with egg and sprinkle the cheese down the centre of each prepared strip. Leave a 1 cm border around the cheese.

3 Squeeze the meat out of the sausage casing and divide it between the two strips. Press it into an even layer over the cheese (again leaving a small border around the edges). Dot the onion marmalade down the centre of the meat on both strips.

4 Fold the pastry from one side over the filling to the other to form two long sausage rolls. Use a fork to press the edges together where the pastry meets.

5 Cut the long rolls in half and transfer the four pieces to a baking tray lined with baking paper. Cut each piece into three smaller sausage rolls, but don't cut all the way through.

6 Brush the pastries with egg, sprinkle with sesame seeds and bake for about 25 minutes until golden brown and cooked through. Carefully turn the rolls over and bake for another 5-10 minutes until fully done. Let them cool and pack them whole or cut into smaller pieces.

Drive & Camp says You can, of course, also use pork sausages if you prefer.

HAM AND EGG MUFFINS

Fancy brekkie

Boiled eggs are still the perfect road snack (they even come in their own biodegradable packaging), but these gourmet egg muffins are even better! They're just as tasty warm or cold.

Ingredients

(makes 6 large muffins)

- 6 large round slices Gypsy ham

FOR THE FILLING

- 1 tbsp flour
- 6 eggs
- ½ cup sour cream
- 1 tsp chopped chives
- ½ cup frozen peas (optional, see tip)
- 1 cup grated cheese

Here's how

1 Preheat the oven to 180 °C. Spray the six cups of a large muffin tin with non-stick cooking spray and line each one with a slice of ham to form a little cup.

2 Whisk the flour and one egg together

until smooth – this prevents lumps – before adding the remaining eggs and the sour cream. Whisk until smooth. Season well with salt and pepper and stir in the chopped chives.

3 Divide the egg mixture between the muffin cups, followed by the peas and finally the cheese.

4 Bake the muffins for 20 minutes, or until golden brown and cooked through. Let them cool in the pan for a few minutes, then carefully lift them out with a spoon. If some of the egg mixture has seeped under the ham cups, it's no disaster. Allow the muffins to cool completely and store them in a tightly sealed container in the fridge, ready for packing.

Drive & Camp says An extra sprinkle of chopped fresh herbs such as basil or rocket, steamed asparagus tips, or even a few finely chopped sun-dried tomatoes are delicious with – or instead of – the peas. Or make a meat-lover's version by adding crispy bacon bits along with the peas. Feel free to play around with the flavours!



CHICKEN SKEWERS WITH A MEDITERRANEAN TWIST Olá-done!

Bright and full of flavour! I use snacking or baby sweet peppers instead of regular bell peppers because the flesh is thinner. It makes for a more delicate skewer that's easier to eat. Choose whichever you prefer.

Ingredients

(makes 12 skewers)

- 12 chicken thigh fillets (about 750 g)
- 1 tbsp mayonnaise
- 1 tsp each cumin and paprika
- ½ tsp dried mint or mixed herbs
- juice and zest of 1 small lemon
- 1 garlic clove, chopped
- 1 tbsp olive oil
- 6 baby sweet peppers, each cut into 4 chunks and deseeded

Here's how

1 Cut the chicken fillets into bite-sized pieces and mix them with

the remaining ingredients (except the peppers). Leave to stand for 30 minutes. Meanwhile, soak the wooden skewers in cold water so they don't catch fire.

2 Thread the marinated chicken and pepper pieces alternately onto the skewers. Season well with salt and pepper.

3 Fry the skewers in a little extra olive oil in a heavy-based pan until golden brown and cooked through. A ridged grill pan gives a lovely smoky flavour, but it's quite a mission to wash before leaving for your holiday! If you prefer using an air fryer, mine takes 15-25 minutes at 200 °C. (Just remember to turn the skewers halfway through the cooking time.) Allow the chicken to cool completely before storing it in a tightly sealed container.

Drive & Camp says Serve the skewers with cherry tomatoes and pita breads – and tzatziki with extra cucumber sticks for dipping.



CHILLI CRISP TUNA SALAD Salad valley

A fresh element in a picnic or road-trip menu is a good idea to balance out all the long-life snacks like pretzels and chips! Keep it in a cooler box – and remember a spoon or fork!

Ingredients

(serves 4)

- 3 cans (170 g each) tuna, drained
- 2 tbsp finely chopped red onion (or use 3 spring onions, finely chopped)
- ½ cup creamy mayonnaise (or more to taste)
- 2 tsp tomato sauce
- 1 tsp chilli crisp – we use Lao Gan Ma
- 1 small cucumber, peeled, seeds scooped out and diced
- ¾ cup frozen peas, thawed
- 2 medium carrots, peeled and cut into julienne strips (or grated)
- 30 g roasted nuts, chopped
- 1 can (400 g) chickpeas, drained
- grated zest of 1 lemon
- 1 tbsp olive oil
- a sprinkle of chopped basil, mint

or parsley leaves

- 1 small head crisp lettuce, shredded (Woolworths' Crunchita is dangerously addictive)

Here's how

1 Mix the tuna and red onion with the mayonnaise, tomato sauce and chilli crisp. Season to taste.

2 Combine the cucumber and peas. If time allows, season with salt and leave to drain in a colander for 30 minutes. Pat dry before packing the salad – this prevents excess liquid in the final dish.

3 Mix the carrot strips and nuts together. Combine the chickpeas with the lemon zest, olive oil and any herbs.

4 Divide all the salad components evenly between airtight containers with tight-fitting lids, placing the lettuce on top last. Seal the containers and pack them in your cooler. Mix everything together just before eating for the best results.

Drive & Camp says Feta cheese makes a delicious optional addition to this salad.





BILTONG SANDWICH BITES

Bovril vs. Marmite vs. Vegemite

At the launch of kykNET's beautiful food series *Kokkedoor: Son & See*, one of the hosts, Herman Lensing, treated a small group of media guests to a preview party. In our road-snack packs were a jaffle, a pastry and the most delicious biltong sandwich bites. Herman's version is round, made with bread and Salticrux crackers, and held together with Marmite-flavoured butter before being rolled in finely chopped biltong. Here's my take on it.

Ingredients

(makes 12 finger sandwiches)

- ¾ cup soft butter (close your eyes and be generous; too little spread is a disaster)
- 1 tbsp Bovril, Marmite or Vegemite (add more to taste)
- 8 slices white sandwich bread, crusts removed
- 36 mini-cheddar savoury crackers

(we used bacon-flavoured ones)

- 200 g biltong powder

Here's how

1 Mix the butter and Marmite together and spread it on one side of each slice of bread. Arrange 9 crackers on 4 of the buttered slices, then top with the remaining 4 slices of bread.

2 Cut the sandwiches between the crackers into 3 fingers each, giving you 12 sandwich bites.

3 Spread the outsides of the sandwiches all over with the remaining Marmite butter and roll them in the biltong powder. Pack and refrigerate the sandwiches until you leave so the butter firms up again.

Drive & Camp says These sandwich bites are worth it, but the biltong powder will definitely make a mess in your car. Save this exceptional treat for when you've stopped to stretch your legs!



OREO-STUFFED COOKIES

Coffee break

On a long road trip there should always be a good excuse for coffee. These cookies are even better with a proper cup of joe on the side.

Ingredients

(makes 12 cookies)

- 1 cup soft butter
- 1 cup icing sugar, sifted
- 1 large egg
- 1 tsp vanilla extract
- 2½ cups cake flour
- 2 tbsp cornflour
- 12 Oreo cookies

Here's how

1 Beat the butter and icing sugar together until pale and fluffy. Beat in the egg and vanilla extract. Sift in the flour and cornflour and mix by hand until smooth. Divide the dough into 12 portions.

Tip: If the dough is too soft to shape easily, place it in the fridge for a while and try again.

2 Flatten the first piece of dough in the palm of your hand, place an Oreo cookie on top and shape the dough around it.

3 Arrange the cookies seam-side down on baking trays, leaving enough space between them so they can spread slightly while baking. Use baking paper to prevent sticking. Chill for 1 hour.

4 Meanwhile, preheat the oven to 170 °C and bake the prepared cookies for 20-25 minutes until lightly golden and cooked through. Allow them to cool on a wire rack and store in an airtight container.

Drive & Camp says For a prettier finish, decorate the raw cookies with extra roughly crushed Oreo pieces before baking.

go! **Drive & Camp** BUYER'S GUIDE

MACLAREN AIR

For info and pricing contact | Tel: 011 315 4348 | Email: maclaren@ust.co.za

Maclaren Under Bench Caravan/Camper Aircon

Overall Dimensions (mm) 395 W x 340 H x 735 L

- ▶ Easy DIY installation
- ▶ Quiet operation
- ▶ Cooling & Heating (*heat pump*)
- ▶ Fully self-contained unit ready to plug in
- ▶ Easy installation (*parts & template incl.*)
- ▶ Ideal for pop-up roof caravans and others
- ▶ Unit can be run by inverter
- ▶ Lightweight, ideal for caravans

Maclaren Slim-line Rooftop Caravan/ Motorhome Aircon

Overall Dimensions with cover (mm) 736 W x 253 H x 1054 L

- ▶ Unit made for harsh African conditions
- ▶ Surround lighting three colors
- ▶ Power System **AC 220-240 V/50 Hz**
- ▶ Rated Cooling Capacity **3500W**
- ▶ Rated Heating Capacity **3500W**
- ▶ Power Input (Cooling/ Heating) **1300W/1100W**
- ▶ Installation opening dimensions in roof (mm) 370 x 370



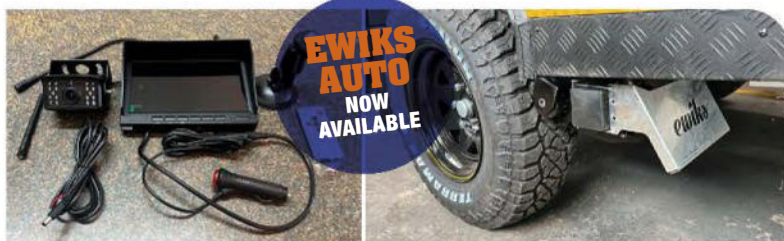
NO INTERFERENCE WITH ANY WARRANTY ON YOUR CARAVAN/CAMPER IF INSTALLED ACCORDING TO SPECIFICATIONS

Caravan Movers

We install **EWIKS CARAVAN MOVERS**

at your premises in Gauteng, Mpumalanga, North West, Limpopo and the Free State.

Good quality
wireless
reversing
cameras for
caravans
R5 900



**EWIKS
AUTO
NOW
AVAILABLE**

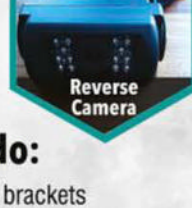
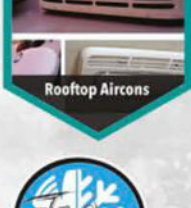
CONTACT **Wimpe Struwig** on 082 33 33 833 | **Pieter Kalis** on 083 715 1226 | www.caravanmovers.co.za

Keeping you **COOL** in Summer... and **HOT** in Winter!







Air conditioners:

- Caravans
- Commercial
- Residential
- Rooftop air conditioners
- Installations
- Repairs
- Services

Movers:

- Caravan movers
- Ewiks
- Quattro

We also do:

- Spare wheel brackets
- Full self-levelling system



CJ Aircon's

072 413 3899 Jacques/Cindy
www.cj-aircons.co.za | info@cj-aircons.co.za

Safe-T Locksmiths



- TRANSPONDER KEYS CUT
- KEY CODING AND PROGRAMMING
- COMPUTER BOX REPAIRS

307A Commissioner Street,
BOKSBURG

083 226 3003 or 011 917 2016

WILD ACCESSORIES

www.wildacc.co.za






OUR NEW ADVENTURE CANOPY!

155 Alumina Street,
Silvertondale, Pretoria

info@wildacc.co.za
sales@wildacc.co.za

012 771 7940
083 2846929

BATTERY n OUTDOOR KING

Best Quality Best Prices

The NO. 1 store with CAMP POWER
FOR ANY VEHICLE OR CARAVAN INSTALLATIONS

Well-known reliable proven quality batteries
that you can always rely on.



MPPT

50A DC-DC

Shop: 870 Rubenstein Drive, Moreleta Park, Pretoria East

Tel: **066 2288 919** / **082 4444 911**

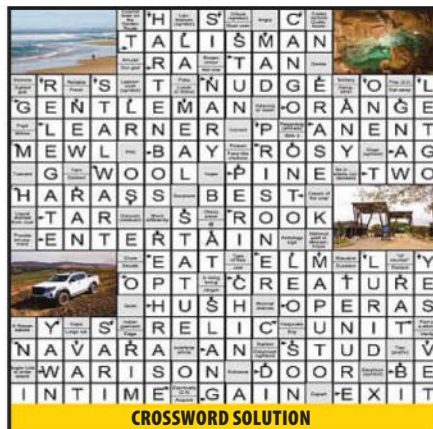
E-mail: jaco@mrek.co.za | www.batteryking.co.za



FB @batteriesking | FB-group "Battery & Outdoor King"



**DOUBLE BATTERY
SYSTEMS.** Also lithium.



**TO ADVERTISE HERE,
CONTACT:**

DANIE NELL

Tel: 082 859 0542

danie.nell@media24.com

SANETHA MEINTJIES

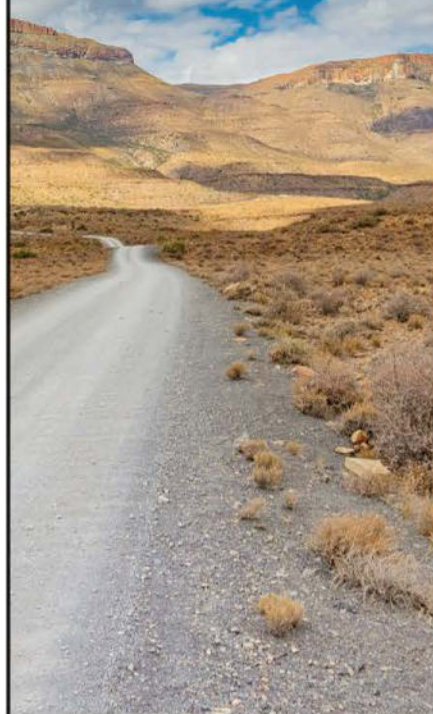
Tel: 021 406 2301

sanetha.meintjies@media24.com

SHARLENE SMITH

Tel: 083 583 1604

sharlene.smith@media24.com





SERENITY
Your dream.
Your Adventure

www.serenitycampers.co.za

NO NEED FOR EB LICENSE

Where adventure begins and memories last.

SERENITY CAMPERS YOUR DREAM. YOUR ADVENTURE.

DISCOVER SRNT
– a new generation lightweight camper, designed for maximum comfort and built for unforgettable adventures.

Email: info@serenitycampers.co.za
Danie Brough (Pretoria) 082 379 2467
Erika Kruger (Western Cape) 064 903 3833

WATCH THE VIDEO



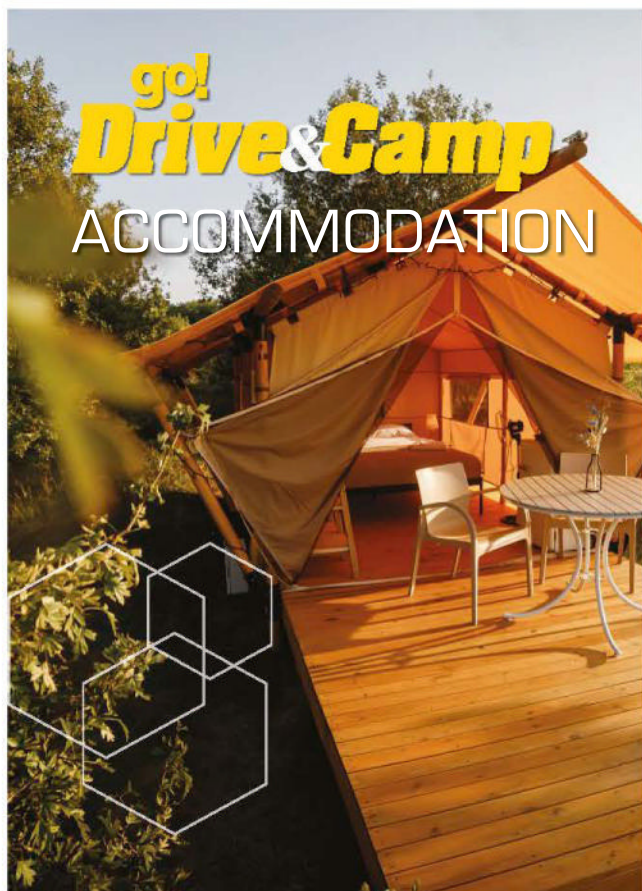
ewiks | caravan mover
www.ewiks.co.za

Single handed moving of your caravan, big or small effortlessly by operating only 2 switches. Powered from caravan battery, permanently fitted to drive onto road wheels.

For more information contact Kyle on
info@ewiks.co.za 084 33 00 606

10 Years
30kg
EASY INSTALL!
Made in SOUTH AFRICA
DIY from only R 16000
Vat and transport included.

* Standard kits ex battery and charger weigh less than 30kgs



go!
Drive & Camp
ACCOMMODATION



DUBE
PRIVATE GAME RESERVE

MIDWEEK, SPECIAL OFFER: CAMP FROM SUNDAY TO FRIDAY 2 PERSONS ONLY R900-00

UNITS, SPECIAL OFFER: STAY FROM SUNDAY TO FRIDAY 2 PERSONS ONLY R2 950-00

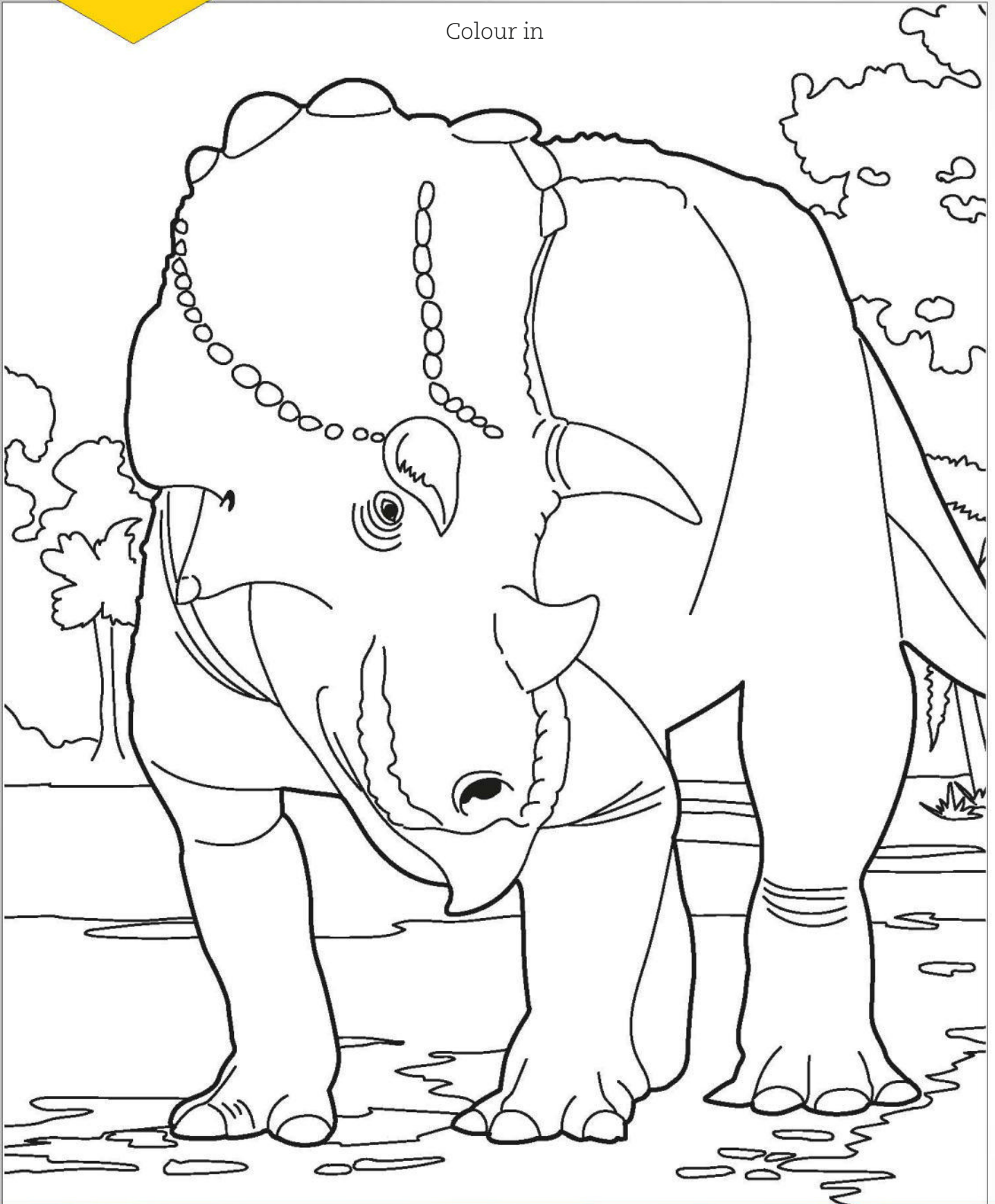
Nature reserve in malaria-free area. Bushveld atmosphere – less than an hour from Pretoria and Johannesburg – close to Brits. Self-catering houses and caravan park with neat ablutions – wheelchair-friendly bathroom. Hikes – cycle trails – bird-watching – game drives – plenty of game

• Play park • Table tennis • Pool tables • Trampolines • Putt-putt • Indoor heated pools
• Jacuzzi • Cold water pools • Lazy river • Water slides • Takeaways

Tel: +27 66 298 5379 / +27 66 298 1664 / +27 73 171 8331 /
+27 82 375 6179 • E-mail: info@dubegame.co.za • www.dubegame.co.za
Book online: www.alloutbookings.co.za

NORTH WEST **BRITS**

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.

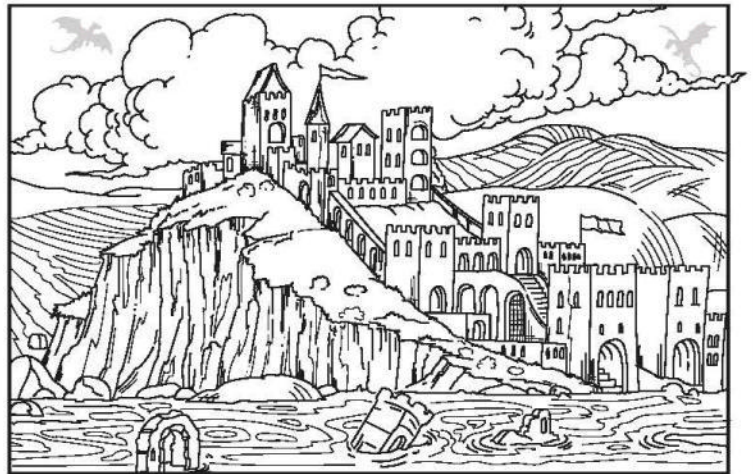
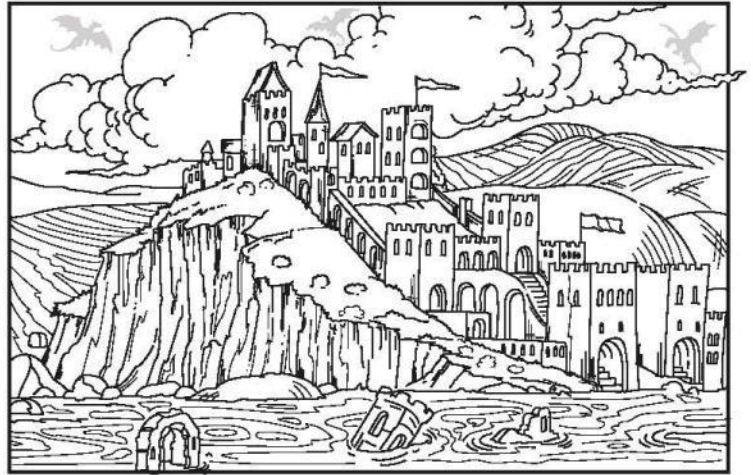
Word search

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

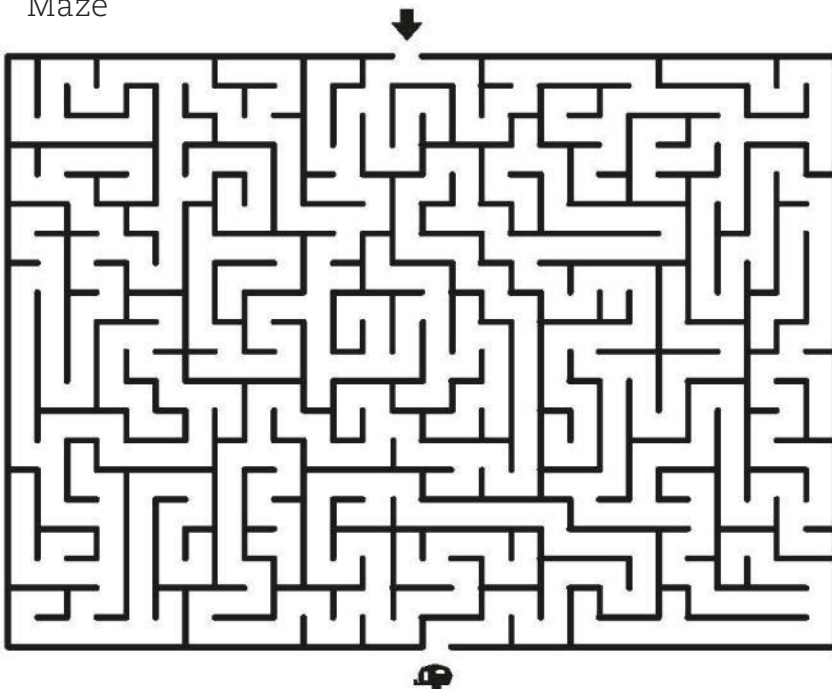
FOOTWEAR BRANDS

Nike	Li Ning Company	Grendene
Adidas	Under Armour	Accent Group
Skechers	Foot Locker	Walkaroo
Puma	Wolverine	Bata
Asics	Fila	Liberty
Birkenstock	Relaxo	Paragon
Crocs	Salvatore Ferragamo	

Spot the differences



Maze



Animal facts



WASPS (*VESPULA VULGARIS*)

- There are over 30 000 known species of wasps, from solitary hunters to complex social colonies.
- While bees are known for pollination, certain wasps are also responsible for pollinating plants and trees.
- Social wasps like yellowjackets build intricate nests from chewed wood fibres mixed with saliva.
- Only the females are able to sting (and multiple times) but only do so in situations of self-defence.
- Most social wasp colonies die off in winter, with only fertilised queens surviving to start new ones.
- Adult wasps often feed on nectar and sugary substances, while their larvae are fed protein-rich prey captured by adults.

To AI or not to AI

He does not see a place for artificial intelligence in the creative sphere, says **Mic van Zyl**.

I consider myself reasonably above average when it comes to understanding tech stuff. I am the guy who family and friends call when there is a PC, smart TV, smartphone or home internet problem. I am a self-taught electronic musician with a fully fledged electronic music studio at home. Photoshop, 3D printing, game modding – I've wrapped my head around it all.

My day job is building overlanding vehicles, which is quite technical on another level. The enjoyment for me in all of this is the creative element. Whether I'm creating a piece of music, editing a photograph, writing this article or assembling a self-sufficient overland vehicle for a customer, the creative part of the process is most fulfilling.

It is one of the fundamental attributes that separates humans from the rest of the animal kingdom, in my opinion – the ability to create, to experience the struggle of the creative process, not only out of necessity, but for pleasure.

Recently, my wife asked me to create a picture for the spare wheel cover for her 76 series Land Cruiser. There is a company that will print a picture of your choice on a vinyl wheel cover, or you can send them your own picture.

No problem, I thought. Then, it became clear that she wanted something very specific. She wanted a picture of her sandy-coloured Cruiser standing in the veld next to a pink "windpomp" with the heading "Cruiser Meisie" in pink lettering. Also, it must be a bit cartoonish.

My wife was met by a blank stare of disbelief as I pictured a trip out to a farm with a wind pump next to

a "plaasdam" late afternoon for a good photograph. This would be followed by hours of editing in Photoshop. Mission impossible!

Michael, my 15-year-old son, watched this unfold and, once we were alone up in my studio, said he could do all of this in less than five minutes. What's more, he would do this in exchange for the new Michael Schumacher Ferrari Lego set.

I am quite shocked by the fact that it took me practically no time to tell him to get started. Forty seconds later, three attempts on the computer keyboard resulted in one perfect image – a sandy-coloured Land Cruiser next to a round "plaasdam" with a pink "windpomp", a giraffe in the background for good measure, and the words "Cruiser Meisie" in pink cursive writing across the top. Done! My wife is very happy. I noticed she looks back towards her Cruiser when walking to the shops at the mall. My

son is very happy. His Ferrari Lego set collection has received a big boost.

I am, of course, happy for them. But, deep down, I am not happy for myself. I missed out on the creative struggle that we enjoy during the creative process.

Three prompts on ChatGPT is not creative. The AI-generated shapes of the current crop of SUVs coming out of China are not creative. The AI button in my DAW (Digital Audio Workstation) software in my music studio will generate a chord sequence for me to build a new piece of music around. That is not creative.

To prove a point, one of my favourite YouTubers, a music producer, created a pop song and an artist profile using AI, published the song, and watched it go to the top of the charts before exposing the fact that it was all AI. That is clearly not creative.

I currently have relatives visiting from overseas and was trying to show them the Chobe on YouTube for their next African visit. The amount of AI-created content popping up in the search results was both pointless and annoying.

I am sure there is a place for AI in fields like medical research to fast-track calculations and put forth scenarios for the betterment of life and the fight against abhorrent diseases that plague humankind. I do, however, not see a place for it in the creative sphere.

I think there is a real danger that platforms like ChatGPT will fast-track the mechanisation of the human creative spirit. I experienced this firsthand, and it does not sit right with me. Or, perhaps I am just not as tech savvy as I think I am.



This crossword puzzle is just the ticket to give your brain a bit of a workout while you kick back and relax in your camping chair. Research has shown that crosswords have several benefits, and they're great for memory and concentration. So, keep your mind sharp – just like your pencil – and tackle this one! At the very least, it'll keep you busy until your eyes get heavy. The solution to the previous issue's crossword appears on page 112.

			National park in Zambia (5,7)		Zirconium (symbol)		Magnates	Take a seat		A Toyota stalwart (4,7)			
							Drain						
							Embrace						
			Seeping							Belonging to us			
			Sea . . .										
Beauty contests		Stop living		Text message (abbr)		Trounce				Breaker		Bush (SA)	
Edible root		Parched								Tear apart		Light brown	
						Oganesson (symbol)		Select for inclusion					
								Residue					
Mischievous imp							Journey's end						
			Tans				Hang						
			Taunt				Hat						
Device for a lock		Twitch		Indefinite article			22nd Greek letter			Town in the Western Cape			
						Tavern		South Africa (abbr)					
						Carry . . .							
Apprentice				Depart			Thanks						
Secure				Silver (symbol)			Zest						
Skinny							Ytterbium (symbol)	Rubidium (symbol)					
							Problem						
					Portion				Tellurium (symbol)	Toss		Peculiar	
					Most vile				While	New soldiers		Conger	
				Gallium (symbol)	Deep pink		Explored						
							Carryall bags						
				Baby beds					Gazed fixedly				
				. . .-mell (hurriedly)					Insult				
Pass outside Franschhoek (3,3,4)		Tar	Full of holes						Worshipped object			Concealed	
		Louse egg	Deer										
									New paragraph (abbr)		Novel		
											Helium (symbol)		
Breach							Entity of a whole			Informal greeting			
Repeat													
						Excelled							

Be wary of Facebook

Watch out for these pitfalls when considering buying a caravan on social media, says **Neels van Heerden**.

Social media makes it easier than ever to buy a second-hand caravan. The photos are striking, the description sounds promising and the price alone might make you look twice. And yes, sometimes you do find a genuine bargain. But more often than not, a price that looks too good to be true is exactly that.

Before you get too excited about the caravan you've seen on Facebook Marketplace, it's worth checking a few things carefully first. Start by making sure who the owner actually is. Confirm that the person placing the advert is indeed the rightful owner. Is the person authorised to sell the caravan? Ask to see the registration documents and make sure the VIN or chassis number matches the number on the paperwork.

I understand that it's not always that simple and sometimes the caravan you're interested in is in another province. But if the seller is reluctant to show documents or tries to pressure you into paying quickly, your alarm bells should start ringing loudly.

Beware of rushing into things. One tactic used by scammers is to put you under pressure by saying that many other buyers are interested. A trustworthy seller should give you time to check everything properly. Also never transfer a deposit electronically before you or an expert have inspected the caravan in person.

Look carefully for water damage. Water is a caravan's greatest enemy. Check the interior thoroughly for soft

or spongy spots in the walls, floor or roof. Look out for brownish water stains, musty smells, mould or peeling wallpaper. Pay particular attention to areas around windows and roof hatches, as well as the corners of the caravan.

Inspect the exterior and chassis. Walk slowly around the caravan and look for cracks (especially above the door), dents or poor repair work. Check the seals around windows and doors, and look underneath the caravan for rust or damage to the chassis. A very low price is often an attempt to hide structural problems that can be expensive to repair.

Check the tyres and brakes carefully. Caravan tyres can age long before they wear out. Look for cracks, especially in the sidewalls, and find out how old the tyres are. There is a code on the sidewall that indicates the year of manufacture.

A code of 4022 means the 40th week of 2022.

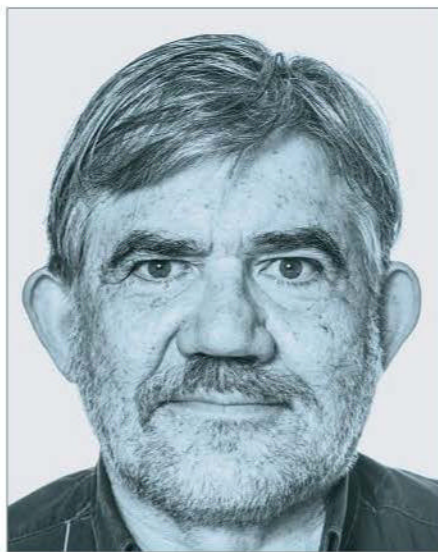
This code should be clearly visible on tyres manufactured after 2000. Tyres older than five years can pose a serious risk – even if they appear to have had little use. Also make sure the handbrake works properly and check whether the suspension or axle shows signs of excessive wear.

Test the equipment. If possible, connect the caravan to a power supply and test the lights, fridge, stove and water pump. Problems with electrical systems or gas appliances can be costly to repair.

Remember to compare prices. Do a bit of homework first and find out what similar caravans are selling for. Visit your nearest dealer to make price comparisons. If the one you're interested in is much cheaper than similar models, ask yourself – and the seller – why. Sometimes, there's a good reason, but often there's a problem you won't immediately notice.

Trust your instincts. If something about the transaction doesn't feel right, it's better to walk away. Another caravan will always come along.

A good second-hand caravan can bring years of camping memories – evenings around campfires and the sights, sounds and smells of the outdoors. But remember: like a lamp for your feet and a light for your path, a genuine bargain will lead you safely to the bush or the coast – not into a trap where your money disappears before you even set off on the open road.





GO BIG

Big Capacity. Smart Control. Meet the new 75-litre Travel Box.

There's a sweet spot in the world of camping fridges – a size that offers long-haul holiday capacity without moving into the realm of premium expedition territory. That's exactly where National Luna's newly launched 75-litre Travel Box fits in.

Designed as a practical, dual-control unit, the 75-litre Travel Box gives campers and overlanders the flexibility to run one side as a freezer and the other as a fridge – no compromises, no juggling space, and no settling for "either/or".

Positioned within our range of value-driven Travel Boxes, the 75-litre model stays true to the formula: lightweight construction, simple operation, and excellent affordability. It also runs on both 12VDC and 220VAC power, includes a free protective jacket worth R1 700, and is backed by a 3-year warranty.

Importantly, the 75-litre model rounds out a well-considered lineup. Alongside the compact 20-litre and the versatile 35-, 45-, and 60-litre units, it provides a higher-capacity option for families and longer journeys without stepping into a completely different price category.

The result is a fridge-freezer that offers ample space, true dual-zone control, and reliable performance – all at a budget-friendly price of just R8 999.



TB75

R8 999



TB20

R3 999



TB35

R5 999



TB45

R6 999



TB60

R7 999

« Both the 45 and 60-litre models feature a removable divider that quickly transforms the fridge from a dual control to a single compartment.

AS A GLOBALLY RECOGNISED BRAND, **NATIONAL LUNA** PRODUCTS ARE AVAILABLE THROUGH 200 TRUSTED DISTRIBUTORS WORLDWIDE.



National Luna products are available at leading outdoor stores nationwide.
Call (011) 452 5438 for trade enquiries or visit www.nationaluna.com to find a retailer near you.

Oh, I've got a 'horse'...

The relationship between a man and his car is precious and unique, says **Jannie Hougaard**.

In the old days, along with the farmer and his rifle, there was a special relationship between a man and his horse. I can understand that, because it is a living creature that can respond to affection. Not that there wasn't enough love between spouses, but a horse is something different with the bit in its mouth. The rider receives a precise response when he urges the horse on. I can understand that this relationship would be precious and unique.

In modern times, it's difficult to keep a horse. Yet the need apparently still lives on among men. A dog can take the place of a horse, but you can't control a dog nearly as well as a horse with a bit in its mouth. Nor will it carry you from point A to B. So, what options remain?

It seems to me that the car or motorcycle has, quite unintentionally, taken over the role of the horse. It's not a living creature like an animal, of course, but you can still care for it lovingly and even pamper it a little. The motorised "horse" responds just as well to the owner's attention. "Turn left, turn right, let's go, whoa now, stop..." The vehicle responds without protest.

When it struggles up a hill, you can lend a hand by dropping into a lower gear. On long, straight roads you can set it to keep the pace on its own while

you relax a little and take in the wide Karoo landscape. In heavy traffic, you can tug on its reins – press the hooter – and it will shout at the taxi that cuts in irresponsibly. The car responds precisely, without argument. The rider enjoys it and is grateful.

Is this love between man and machine illogical or nonsense? To an outsider it may seem so. But with closer observation one does find something mutual in this relationship. I have often experienced emotions that sprang directly from my car's behaviour.

My first little car, a Renault 4, often gave me a feeling of gratitude and even pride. He (I notice that I automatically prefer the personal "he" rather than "it") had an engine capacity of only 850 cc. Google says the power output was 21 kW and the torque 56 Nm. From experience, I know that I could reach 70 m.p.h. on a level road. It was easier when the wind was behind me on a downhill stretch. If I could therefore make it up a hill without shifting down from fourth to second gear, I felt very grateful. And when I managed to overtake an old Volkswagen Kombi on the open road, I felt a sense of pride.

Afdraandjie – his nickname because he stood with his tail in the air – looked after us well. I easily achieved

21 km/ℓ on the open road and could fit almost anything into his large luggage compartment. And on a cold morning, when the 6 V battery was a bit old and weak, I could start him with the crank handle.

This was the car in which my fiancée obtained her driver's licence – thanks to the fact that the examiner was more interested in the workings of the unusual gear lever. It was also the car of choice for one daughter's matric farewell, and the wedding car for another daughter. He was my companion on the road for about 37 years and went through a great deal with our family. Can you understand that I miss him?

Afdraandjie gained some companions. There were Peugeots and Volkswagen Golfs that looked after me well and carried us safely to our destinations.



Then there was also a 1984 Mercedes-Benz 200 (the W123 series). I was able to buy it new for R25 000. The price left me poor, although later on, I could at least join conversations with people who had “been rich for a long time”. After that, old Witneus took care of us – for 36 years. And in the end, I sold him again for R25 000.

My retirement vehicle was a Land Rover Freelander 2. As expected, it became the subject of many jokes. Friends said it wasn’t a real Land Rover because it didn’t leak oil. For me, every drive was an experience of everything contained in the word grace: unearned favour alone, accompanied by joy and enjoyment. Every kilometre was a pleasure

and entirely trouble-free. I could refer to it as an example of faith that works...

In the Land Rover’s fifteenth year, I began to realise that when I celebrated my 85th birthday, the vehicle would already have been on the road for 25 years. That’s a bit long in the tooth for an old man who is also long in the tooth.

What I believe will now be my final vehicle is a Toyota with a hybrid engine: smooth and pleasant, like Cremora in coffee. Compared with the Renault 4’s 21 kW and 56 Nm, the RAV4 delivers 163 kW and 221 Nm respectively, with roughly the same fuel consumption.

Gone are Afdraandjie’s days of

squeezing and hoping as he struggled up a hill, or flooring it and carefully calculating your speed to overtake another car. And yet, I sometimes still miss him. The new horse handles everything so automatically. The RAV flows like a wide, smooth river. At this stage of my life, I am very grateful for that.

I still love my vehicle. We care for one another. I treat it well and it gives me a great deal of pleasure. It is a relationship that adds value to our lives.

The only thing that bothers me is that Toyota no longer uses the slogan “Everything runs right, always right”. But I still believe it. ●

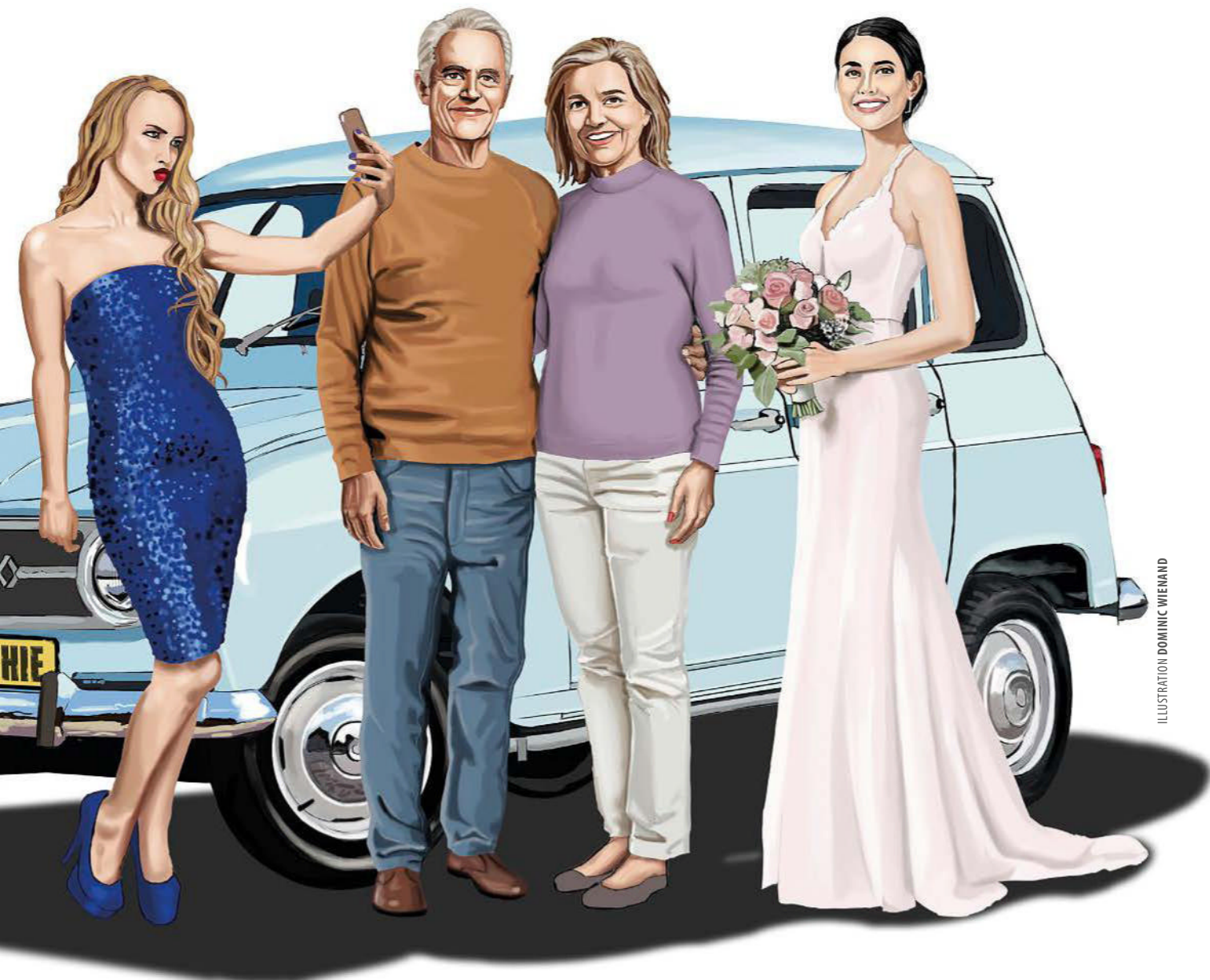


ILLUSTRATION DOMINIC WIENAND

AND FINALLY...

Cover up

Who offers the best warranty on their vehicles in South Africa? We compare 43 brands.



Have you come across
a rare trailer or vehicle?

Tell us about it and
send a photo to

drivecamp@gomag.co.za

In this issue, we compare the warranty periods of 43 vehicle manufacturers operating in South Africa. We visited every website, from Alfa Romeo to Volvo, and requested quotes for a family vehicle that, in our opinion, can also handle gravel roads and tow a caravan.

We considered only the standard warranty and ignored extended warranties. Jetour, for example, offers a 1 000 000 km warranty valid for 10 years, but it's subject to several strict conditions. Jetour's standard warranty is 5 years and 100 000 km. Incidentally, 5 years and 100 000 km is the industry average.

Other manufacturers such as Mini offer no standard warranty or service plan, and you must choose from a range of packages. There is, frankly, not enough space on this page even to

begin explaining them. Tata's warranty periods also differ across its various models, so we used the warranty on its newest SUV rather than its older vehicles.

Seven years' peace of mind

The longest standard warranty period is 7 years. The four winners offering this above-average warranty are GWM, Haval, Hyundai and Lexus. The first three, however, limit their warranty to 75 000 km on the odometer, while Lexus' 7-year warranty allows you to drive up to 105 000 km before it expires.

Fingers crossed after three years

The shortest standard warranty period is 3 years. The least generous four are Audi, Honda, Toyota and Volkswagen. Audi's warranty is valid for an unlimited distance, while Honda's

and Toyota's apply for 90 000 km. Volkswagen's website does not make it clear how far you may drive during these 3 years before the warranty expires, although it's interesting that the Amarok carries a 5-year/150 000 km warranty.

At your service

When it comes to service plans, GWM, Haval and Lexus lead the pack, offering to service your vehicle for free for 7 years ("free" is debatable, as you pay for these services in other ways). However, GWM's and Haval's 7-year service plan is limited to 75 000 km, while Lexus supports you for up to 105 000 km. One manufacturer that deserves a nod is Mercedes-Benz, which also offers a 7-year service plan – and it's valid for 140 000 km – although their warranty period remains the standard 5 years. 🚗

GO PORTABLE

If you're in the market for a dual-battery system for your 4x4, you've probably already started weighing up the usual questions: lithium or lead acid? DC-to-DC charger or solenoid?

But before you get that far, there's an even more important consideration – should your dual-battery system be permanently hardwired into your vehicle, or portable and easy to uninstall? While a built-in system can make clever use of unused space, a portable solution offers advantages that are often too hard to ignore.

Vehicle manufacturers are increasingly cautious about aftermarket accessories – especially those that tap directly into complex electrical systems. And it's easy to understand why. Poorly executed wiring, incorrectly specified components, and randomly drilled holes in body panels can all lead to rust, electrical faults and warranty concerns.

This is precisely why National Luna Battery Boxes are such a popular choice among 4x4 owners. Designed as plug-and-play systems, they require no drilling, no mounting, no permanent modifications and no complicated hardwiring into your vehicle's electrical system. Once removed, they leave no trace that they were ever installed.

In most cases, installation is a straightforward DIY job. Using the supplied heavy-duty cable and correctly specified components, the unit connects directly to your vehicle's cranking battery and plugs straight into the battery box.

Choose between an entry-level Black Box with no isolator, a Grey Box that's ideally paired with a lead-acid battery, or a top-of-the-range Green Box with built-in MPPT solar regulator, DC-to-DC charger and lithium-battery compatibility.



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



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



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

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



AS A GLOBALLY RECOGNISED BRAND, **NATIONAL LUNA** PRODUCTS ARE AVAILABLE THROUGH 200 TRUSTED DISTRIBUTORS WORLDWIDE.

National Luna products are available at leading outdoor stores nationwide.
Call (011) 452 5438 for trade enquiries or visit www.nationaluna.com to find a retailer near you.

For Every Move.

Adventure with your IceFlow™ Bottle Flip Straw 2.0 in
Goldenrod Coral

Our bold new range of IceFlow™ Bottles are here. Keeping your water ice-cold for hours when you're out exploring or in the gym. Sip it, snap it, stow it – fits perfectly into your bag or car cup holder.



Indigo



Violet Blossom



STANLEY®

Sunel

Look at what I got for free!
Pass it on. 😁



Johan

How did you get the latest issue
for free?? 😁

Sunel

Who cares! Just send it on!

THE SHARING OF PDF PUBLICATIONS IS A **CRIME**
DON'T STEAL!

IF YOU RECEIVE A PDF PUBLICATION VIA EMAIL, WHATSAPP OR ANY OTHER
MESSAGING GROUP PLEASE REPORT IT TO REPORT@MEDIA24.COM

MEDIA24