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NOVEMBER 2007



Trails & Tribulations...

So here we are, at the dawn of the second last month of the year. For many, only about 6 weeks before the long annual drive to your favourite holiday destination takes place. With more cars on the road, resulting in more idiots on the road – be careful!

SA 4x4 magazine this month brought out a stunning birthday edition, the main reason for this newsletter being late – a hell of a read! Well anyway, HAPPY BIRTHDAY SA 4x4, and thanks for the local support you give us guys...may the magazine keep growing from strength to strength.

This month, and just before Christmas, we launch a whole new set of products available from the 4-buy-4 direct store. Some are mentioned in the newsletter, but best you apply for a new 2008 catalogue. A real great, compact birding book and CD book, inclusive of sounds etc. is now available. A stunning, well priced gift for you. Check it out.

On the training side, our supposedly last GPS course was so flooded, that I have been forced to organise the actual final one now, which will be held on **1 and 2 December**. I laugh at those who present courses in the market stating that your PC, some software and unit is all you need – bring it and they'll teach you how it all works and they will not concentrate on the non-essential basics of GPS, basic navigation and the other more important issues. Why do I laugh? Well, true life experience yet again showed us that the basics of navigation using Map and Compass is bare essentials for the outdoor enthusiast, as a backup to the GPS device. It can go wrong you know. Also, how many people can actually configure the unit straight out of a box or after a reset. These things do happen!

With the cream of the country's GPS users qualifying for the 2007 GPS Challenge Final, we stumped them by issuing them GPS's with no serious mapping available, no auto routing, no notebooks allowed, gave them map work, bearings, distance and direction calculations and boy, was that bundle a challenge. Eish – difficult they acknowledged and it showed in the scores. What happens in a scenario when technology fails? You need to understand the basics – it is critical – so we start all courses with the basics – essential stuff, so don't be fooled.

We are hosting a Level 1 Certificated First Aid Course on **1 & 2 December** as well. The Doctor is superb, and the course is fun, yet serious. Get your certification up to date now. For both courses, send an email to 4x4offroad@mweb.co.za now.

Our last enthusiast meeting is on Tuesday, 27 November 2007 at Kempton Caravans (the regular final meeting spot). Once again, great speakers and new topics, but best of all a bakkie load of prizes as per the norm sponsored by Kempton Caravans, a set of Bridgestone Offroad Tyres sponsored by Bridgestone and the latest, just launched Nuvi 710 (yes it now can be used in the bush!) sponsored by Garmin/Avnic/KJ Bolton. Much more as well. So watch for the invite coming out later this month and support the last event of the year. Our hosts normally spoil us rotten with a great bite too eat and plenty of drinks and of course the 100metre square plus shop has something for everything.

The NOW initiative is now at its critical point and all enthusiasts are advised to visit www.now.org.za and register their comments on the paper about to be published on the site.



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There is also 3 sessions being held across South Africa which needs to be attended, as it will have a bearing on everyone with a recreational vehicle, be it 4x4 or Quad.

This newsletter is packed with snippets and it is my wish that you enjoy a slow read once again. I am thankful to all those readers who have started submitting their trip reports to share with everybody, it is indeed wonderful and entertaining reading. If it continues, we will open a separate section just for reader contributions. Well done, it proves that people out there enjoy the read!

There are a few new products under the New Products offering in the industry, as well as plenty For Sale items – trailers too, so check out a good bargain before Christmas.

Next year is going to be a busy one for our club, with trips to Angola, the Luderitz to Walvis Bay trip in Namibia, Zimbabwe and some support for a Malawi Lakes trip in the June / July school holiday period. I am in serious planning stages, and based on the calendar, will plan a pot full of things again for our members. Why not join us? Checkout www.4x4offroadclub.co.za for more details on the club.

Finally, after a great initiation year, the 2008 Fundi Challenge is open for registration. You may enter as an individual, it is not for clubs only, and is focused on standard vehicles. Vehicles that are not standard get a handicap system to ensure fairness for everybody. Why not give it a try. Visit www.bridgestone.co.za for more details or email 4x4@bridgestone.co.za . You must hurry, there are only 40 places, and 6 events need to be completed during the year.

Well that's it for now. I am off to the UK for business for a week. Our year ends off with a day trip to De Wildt 4x4, a weekend away relaxing at the Mountain Sanctuary Camp Site, the meeting and 2 training sessions. The club's team will also be present at the 2007 Bridgestone Fundi Challenge's prize giving and gala event this Friday. That's it then, enjoy and be safe. And visit the NOW site.

Yours in 4x4ing.
Alan Goodway (GP 1796)
Editor (voluntary!)

TOURS FOR 2007/2008 – PRESENTED BY WWW.ECO4X4AFRICA.COM

Herewith details regarding the planned tours for Africa proudly presented by WWW.ECO4X4AFRICA.COM and the [SERENGETI TEAM - ALEX AND ALTA](#)

2007

Mozambique Tour: 17 – 26 Nov 2007: Inhambane – 5 vehicles
Namibia Tour: 14 – 31 Dec 2007: From North to South– 10 vehicles

2008

Serengeti Tour: 2008 : 4 May – 4 June 2008: Tanzania & Zanzibar – 7 vehicles
Serengeti Tour: 2008 : 1 July – 31 August 2008: Tanzania & Zanzibar – 7 vehicles (60Days)
Serengeti Tour: 2008 : 7 Dec – 7 Jan 2009: Tanzania & Zanzibar – 7 vehicles

Please come and visit our walk-in Eco Shop in Silverton on the c/o De Boulevard & President streets from the 1st of March 2007

Kind regards
Alex & Alta - 0825706010 or alex@eco4x4africa.com

January 2007



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Hit the Trail – NEWS, FEATURES and the REST...

NOW – YOUR FUTURE IS IN YOUR HANDS

NOW WEBSITE UPDATED - THERE ARE ONLY 40 DAYS LEFT TO ADD YOUR VOICE AND CONTRIBUTION TO THE DEVELOPMENT OF A SELF-REGULATION STRATEGY FOR THE OFF_ROAD INDUSTRY.

THE FINAL SELF-REGULATION STRATEGY FRAMEWORK WILL BE PRESENTED TO MINISTER VAN SCHALKWYK (DEAT) IN JANUARY 2008.

Please Visit www.now.org.za and P A R T I C I P A T E!!!! Also see the AAWDC section of this newsletter.

BUY YOUR LUXURIES VIA E-MAIL – 4-BUY-4 DIRECT STORE

TRACKS 4 AFRICA – LATEST RELEASE WITH ROUTABLE MAPS!!!!

T4A GPS Maps - Traveller's Africa 7.10 (October 2007) has just been launched.

The T4A Map is NOT an "atlas of roads". In fact, it may not even cover 5% of all navigable road/tracks in its coverage area BUT it covers 95% of the roads travelled. The T4A Map is NOT about roads, it is about DESTINATIONS and about attention to detail but mostly it is about INFORMATION. Strictly speaking it is NOT a map. It is the collective navigational experience of the [T4A Data Community](#) on countless leisure and trips to eco-destinations into remote and eco-sensitive Africa and no two travel experiences are the same. The T4A Map explains where and why ECO USERS do what they do.

Road lines and points of interest on the T4A Map are constructed ONLY/STRICTLY from GPS recorded/confirmed data and data submissions must comply with [T4A quality standards](#). The road lines on the T4A Map are spatially averaged from many independent GPS recordings. This makes the T4A Map super accurate, reliable and unique.

Email 4buy4direct@mweb.co.za for the best price around town – now in stock!

VHF RADIOS NOW AVAILABLE FOR OUTDOOR ENTHUSIASTS

We now also stock and sell VHF Radios for the 4x4 industry – no installation service though. Available at great prices are:

- Hyt TM600 – RRP = R1923 inc VAT, our price in Gauteng = R1750 inc VAT
- Kirisan - RRP = R1995 inc VAT, our price in Gauteng = R1795 inc VAT

Also 27 / 29 Mhz GME GX300 radios and aerials in stock at Christmas Special prices.

BUY YOUR PHOTOGRAPHIC 'WINDBAG' CAR WINDOW BEANBAG – BEST PRICE!

This gadget is a fantastic tool for all travel photographers, amateur or professional. The new and improved **Wind-bag 'pro'** is a beanbag concept that slides onto your car window and gives you a solid platform on which to rest your camera.

The base is made of sturdy Perspex that tightly grips the window and provides an 8,5cm surface. A suede beanbag is attached with Velcro, making it easy to remove. It can also be used as a conventional beanbag or pillow for a travel companion's bony shoulder.



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It retails for under R200 until the end of the year only, and is available from 4-buy-4 direct store.

Email 4buy4direct@mweb.co.za for the best price around town

***A BRAND NEW CATALOGUE IS AVAILABLE WITH GREAT NEW BOOKS, CD BOOKS, ESSENTIAL RECOVERY GEAR (TYRE TAKKIE!), VHF RADIOS AND MORE.....
Email for a new edition now!***

NEW BOOK AND DVD ON BUSHVELD BIRDS

The Bushveld is one of the prime tourist destinations of South Africa, and frequented over week ends by thousands of people from Gauteng.

A welcome and handy addition to publications on the Bushveld, of which a copy should be in every 4 X 4, is the ***Spotter's Guide to Birds of the Bushveld*** just released.

This 192 page full colour pocket guide describes all 468 resident and visiting birds to the Bushveld, and promises that even the novice can identify an unknown bird within 60 seconds. Apart from a full colour photograph of each bird, the book includes many innovative features such as the Shapefinder and Dueldex to assist with easy identification.

An electronic version of the book on DVD for computer is also available and includes the calls and sounds of more than 370 of the Bushveld birds. This part of the project was done in collaboration with the Sound Library of the Transvaal museum.

The book was written by prominent birders Saartjie Kidson and Herman van Niekerk, in collaboration with Warwick Tarboton, Jo Grosel and others. It has been fully endorsed by Birdlife South Africa and included by SASOL in its series of books on South African Birds. It is destined to become a collector's item as it is the first book in a series of South African regional bird guides.

The book and DVD is available in English and Afrikaans editions. This delightful little book is a must for every outdoor person.

The book and DVD are available from 4buy4direct@mweb.co.za. Email for a brochure.

NEW 4x4 TRAIL IN NORTHERN CAPE

We are situated in the Northern Cape between Pofadder and Kakamas on the N14 and we would like to invite you to come and enjoy our 4x4 trails! The route consists of 2 half day guided trails for 4x4's and 2 other trails for quad bikes.

The routes cater for drivers of various levels of experience with interesting technical challenges. We also have camping facilities equipped with a running toilet, hot shower, braai facilities and shaded camp sites. GPS co-ordinates - S 29'01.575, E 019'44.029

For further information please go to www.pofadderhotel.co.za or www.whattodo.co.za . Your friendly hosts are Dinky & Annie Compion and please contact us if you need any other information. Cell phone - 083 399 0891

AIRPORT PARKING A PROBLEM?

Dear Sir/ Madam

I would like to offer you and your club members to a discounted rate for parking. Our current rate work on a sliding scale starting at R65.00 per day but your rate will be a flat rate of R55.00 per day up and till February 2008.



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How we work is you or your members phone or email us with there flight info and we meet them at OR International Airport where we confirm all the details we then take the vehicle to our storage facility on the R25 old Kempton Park road 30min from the Airport. On your return we meet you at the airport with your vehicle cleaned.

Please see attachment for any more info please call me or my Business partner Wimpie 0828263218 or wimpie@virgostorage.co.za

Kind Regards
Charles Campbell-Thompson
Cell 072 209 6817
Fax 086 657 1015
www.VirgoStorage.co.za

FUN 4x4 DAY AT RAYTON PRIMARY SCHOOL

Hereby you and your 4 x 4 club and readers are cordially invited to the Rayton Primary School 4x4 day which will be held on 24 November 2007. See attached advertisement or use the web address: www.rayton.co.za for further information.

Would you please be so kind as to distribute this invitation to your members. Hope to see you there. Regards

Christaan Delport
Tel: (013) 932 9400 (w)
E-mail: cdelport@absa-ib.co.za

LA SPORT CENTURION IS OPENING THEIR DOORS FOR BUSINESS...

It is official LA Sport Centurion is opening their doors for business in October. The personnel is eagerly waiting for all Centurion 4x4 owners to come and visit them and so that they can be of service to their clients. Service is so good at LA Sport Centurion they have already fitted a duel battery system for a happy client although the branch were busy doing shop fitting. Well-done Centurion.

UP-SPECCED PATROL - NOW FOR SOCIAL CLIMBERS, TOO

Nissan's Patrol Pick-up 4x4 has gone all soft. The ruff-'n-tuff real-man's bakkie launched in South Africa in June, 2006 after a five-year absence has succumbed to the "leisure" market by adding such wussy stuff as air-conditioning and power windows and those must-have's for poseurs and boutique wine farmers – cup and bottle holders – as standard equipment.

So now the working oke and okess can avoid sweatstains on his/her khakis and have a safe place to put the Evian water while hauling sand, machinery, farm animals and even German holidaymakers (yes, there's a game-viewing package) across the crinkled face of Africa.

Nissan SA says the modifications to the "standard" Patrol bakkie motoring.co.za [wrote about after the launch](#) have been made at the request of its "toughest critics" - South African farmers, builders and leisure seekers and made this icon of straight-line travel cross-country "South Africa's most practical and comfortable bakkie, on and off-road".

Hennie Kotze, product manager responsible for the vehicle at Nissan SA, believes it is the benchmark in its segment and has the most comfort features and best off-road capabilities as standard equipment.

Gone is the vinyl bench of the working bakkie – cloth now covers the frames of one bucket and a double bench – and each has a seat belt (the original bench seat claimed to seat three but was



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missing a place for the middle occupant's legs (that's where the giant transmission tunnel lives, see) and a seat belt with which to secure their person.

I wonder how Nissan dealt with the missing legroom? Didn't, I guess... no way to reroute the transmission. Are there any seriously bow-legged workmen out there, preferably without a right foot that would otherwise tangle with the driver's left?

So, the Patrol's cabin now has cloth upholstery and a redundant seat belt, power windows, central locking, air-con, tinted windows, an instrument cluster that not only has a speedometer but now also a rev counter, odometer and, hey, a digital clock.

The basic bakkie at launch in 2006 cost R285 500 but air-con, bigger wheels, special bumper sets with a rear step and jack points were available in a special options pack that added R16 200 to the price. So, had you opted for the wussy extras then, the truck would have cost R301 700 – now it's R314 700, but you still get a three-year or 10 000km warranty.

Engine not tampered with

Optional extras that you still have to pay for today (and did in 2006) are a radio/CD player, a steel bumper with bullbar up front, a heavy-duty steel bumper with towball at the rear, side steps, triple rollbar and a double-skinned and rubberised loadbox.

(The optional front bumper increases the Patrol's approach-angle from 44 to 46 degrees, eight degrees better than any competitor, Nissan says.) The 4.2-litre, straight-six diesel engine has not been tampered with. It still delivers 85kW at 4000rpm and 264Nm from 2000rpm and hangs in a rubber-coated ladder-frame chassis slung in turn on 16" steel rims shod with 235/85 tyres that give the Patrol 225mm of ground clearance to the sump protector.

There's also still no lockable differential – Kotze said most users preferred a limit-slip unit because it was more practical on varying surfaces. All-wheel drive does, however, still require the driver to engage front-wheel drive by manually locking the front hubs.

Excellent clearance

"Patrol buyers trust proven mechanical functions over more modern electronic buttons," he added. "The only button linked to the engine in the Patrol is an adjustable choke to set idling speed."

Off-road, the Patrol gives excellent ground clearance and obstacle approach and departure angles: 44 (46 with optional bumper) and 31 degrees respectively. It also has, Kotze said, the highest breakover of any of the big Japanese bakkies.

The two diesel tanks of 95 and 80-litre capacity give the Patrol a range of more than 1300km on road and about 1100km off-road.

WHO KNEW THIS ??

The Worlds Best Kept Auto Secret!!

I have been driving (legally) for over a decade. One would think I would have noticed the little secret on my dash that was staring me right in the face the whole time. I didn't and I bet you probably haven't either.

Quick question, what side of your car is your gas tank? If you are anything like me, you probably can't remember right away. My solution is to uncomfortably stick my head out the window, strain my neck and look. If you don't do this in your own car you definitely have done it in a borrowed or rental car.



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Well ladies and gentlemen, I'm going to share with you my little secret so you will no longer look like Ace Ventura on your way to the gas station or put your neck at risk of uncomfot or injury. If you look at your gas guage, you will see a small icon of a gas pump. The handle of the gas pump will extend out on either the left or right side of the pump. If your tank is on the left, the handle will be on the left. If your tank is on the right, the handle will be on the right (see photo above). It is that simple!

I don't know how you feel right now but when I found out this morning I felt cheated! Why don't the dealers share such important information with car buyers? I don't understand why this isn't in the drivers ed manual? I don't get why any mechanic I have ever been too or know has even thought of mentioning this to me? The only possible explanation can be that all these people probably don't even know!

Go out and share the worlds best kept auto secret with your friends as this information is way too important to be kept secret.

STOPOVER ACCOMODATION TO BOTSWANA IN ZEERUST

Dear 4X4 Chairperson,

I have noticed many 4X4 vehicles traveling through Zeerust (North West Province), to cross the Botswana border either through Gaborone or Lobatse. Often, delays causes that the borders closes before crossing, leaving many guests stranded in or around Zeerust.

This made me to open two houses (kindly visit the website) to accommodate individuals and especially groups traveling to Botswana or Namibia. Both houses are fully furnished and serviced daily.

I hope that this correspondence might assist you when planning your next expedition. I would be glad to host you and or any of your 4x4 club members.

Kind regards,
Hanlie Scheepers for Zeerust Self Catering
www.zeerust.za.org

KABULA LODGE – BEEN THERE YET?

Kabula Lodge in Western Zambia is currently running a number of specials for 4 x 4 clubs and at the recent Getaway Show I was given your name as someone who may be interested in what we have to offer.

As you will probably be aware, Western Zambia is one of the remaining truly un-spoilt parts of Southern Africa which is safe and convenient to visit. The following paragraph, taken off the current venues4africa website says it all:-

Fast becoming the Southern African region's new must-see destination, Zambia is coming alive with safari lodges and accommodation venues flourishing in the previously neglected National Parks which are being restored to their former glory with wildlife management and anti-poaching campaigns. For the real Africa we recommend accommodation along the mighty Zambezi river where self catering chalets or luxury lodges on river banks put you in the middle of the African bush [read more](#)

Our suggestion is that you come and visit before the area becomes too commercialized and loses its appeal, especially for those who enjoy the real un-spoilt Africa.



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Western Zambia, as shown on the attached map, consists of the area which is to the west of the Zambezi River, starting in the south at Katima Mulilo and the Sioma Ngwezi National Park, and stretches right up to the famous Liuwa Plains National Park in the North which boast the second largest Wildebeest migration in the world. In between these two unique parks lie the Barotse Floodplains, where the best Tiger fishing in Africa is to be had, and the Ngonye Sioma Falls, the second largest falls on this mighty river.

This sparsely populated area where the designated national roads can only be traveled during the rains by 4x4 is something that has to be experienced and enjoyed to be believed.

Kabula Lodge, which is situated on one of the most beautiful parts of the river, boasts the best campsite and ablutions anywhere in the region (all campsites are lawned and under huge indigenous trees), For those who prefer not to camp there are our chalets, all en suite, at a very affordable R400 per night; (sleeps 2).

Fully equipped fishing boats and a barge are available for hire and guided walks through the surrounding indigenous forest for those keen on birding, is a must. For the more adventurous a visit to the totally undeveloped Sioma Ngwezi National Park is rated as plus 5. In this national park, which has a wide diversity of game, you make your own roads and 2 fully equipped 4x4's in convoy, each with its own GPS, is recommended.

Do yourself a favour and have a look at our website and then you decide.
www.kabulalodge.com

Best regards,
Peter Morrow.
Kabula Lodge
Phone 082 774 9900

LANDY LOGS BEST SALES MONTH - IN 60 YEARS!

Gaydon, England - Land Rover, internationally, has just had its best sales month in its entire 60-year history to take year-to-date sales to 167 400. September 2007's figure, 25 933 worldwide, was 34 percent up on September 2006 with sales led by the [Freelander 2](#) and [Range Rover diesel](#).

The overall figure is 15.7 percent up on September 2006 - helped along by sales in South Africa of 502 units in September and 4201 so far this year. "Emerging" markets, Land Rover said, again showed their appetite for its products with September up by 105 percent in Russia and 249 percent in China.

MD Phil Popham said: "This is a great achievement - it's always satisfying to break records. We can now approach our 60th anniversary in 2008 with confidence.

"We're on track with plans to fit technology to improve the environmental performance of our cars and we've given a hint of new, exciting design. A great future is shaping up."

Land Rover recently announced a stop-start system as standard in European Freelander 2 TD4 manual derivatives within 18 months to reduce fuel consumption by 10 percent and cut CO2 emissions by seven percent.

CHRISTMAS ACCOMODATION IN MOZ AVAILABLE

Hi Alan

The year has almost gone. Just less than 2 months to Christmas. For those of us who love Christmas then that is a "yippee" and for the rest we just wonder where the year has gone.



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Now for anyone who forgot to sort our Christmas leave - I can still help at Malongane but you need to confirm and pay me by next week. There are 4 tents on the ground @ R125.00 from 16 Dec - 21 Dec and or 21 Dec - 2 Jan, a tent on decking @ R135.00 and a loghut @ R175.00 both from 21 Dec - 2 Jan (all rates are per person per night sharing).

Otherwise I trust your week has gone well and will chat again just before Christmas.

God Bless

Joscelin Whitfield

Tel +27 82 8950303

Fax +27 86 6504819

Email: jw@landandsea.co.za / web page www.landandsea.co.za

DIESEL USERS TAKE NOTE

DIESEL FUEL QUALITY ADVISORY

The National Association of Automobile Manufacturers of South Africa (NAAMSA) wishes to advise drivers of diesel vehicles to be aware of vehicle manufacturers' stipulated vehicle fuel quality recommendations when refuelling, specifically relating to maximum diesel sulphur level.

Background

Effective 2006, two grades of diesel were legislated by the South African Department of Minerals and Energy with maximum sulphur levels of 500 ppm (parts per million) and 50 ppm respectively. While all diesel vehicles benefit from the use of low sulphur diesel (please refer attached extract from the Worldwide Fuel Charter) - the 50 ppm grade was specifically introduced to accommodate the increasing number of new technology diesel vehicles entering the South African market designed to operate on current European diesel fuel which has a maximum sulphur level of 50 ppm and to allow the introduction of new technology particle filter equipped diesel vehicles which should only use diesel fuel with a sulphur level not exceeding 50 ppm.

Current Situation

The 50 ppm low sulphur grade is now being marketed by an increasing number of oil companies in South Africa alongside the standard (500 ppm) grade. However, it remains a concern that, despite Government legislation, many filling stations still do not display legally prescribed labelling to indicate the maximum sulphur level of the diesel fuel on sale.

NAAMSA Advice

Where no sulphur level is indicated on the fuel pump, motorists should assume that the diesel is of the standard quality and not the low sulphur 50 ppm 'clean' grade as stipulated by an increasing number of vehicle manufacturers. "Motorists must first look to the fuel pump sulphur level label rather than the plethora of marketing claims when choosing a quality diesel fuel" advises Stuart Rayner Chairman of NAAMSA's Fuel and Emissions Committee.

To assist motorists a list of fuel companies and filling stations supplying sub 50 ppm low sulphur diesel is maintained on the NAAMSA website. Refer www.naamsa.co.za/unleaded/diesel.htm

Further inquiries may be directed to the NAAMSA offices at 012 323 2980 or the Chairman of the Association's Fuel and Emissions Committee, Mr Stuart Rayner, at 012 842 2438.

NAAMSA OFFICES : PRETORIA

29th October, 2007

ATTACHMENT TO NAAMSA DIESEL FUEL QUALITY ADVISORY

*Extracts from : Worldwide Fuel Charter 4th Edition



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'Sulphur naturally occurs in crude oil. If the sulphur is not removed during the refining process it will contaminate vehicle fuel. Sulphur can have a significant effect on engine life. As sulphur level increases, relative engine life decreases'.

'Diesel fuel sulphur also contributes significantly to fine particulate matter (PM) emissions, through the formation of sulphates both in the exhaust stream and, later, in the atmosphere'.

'Sulphur can lead to corrosion and wear of engine systems. Furthermore the efficiency of some exhaust after-treatment systems is reduced as fuel sulphur content increases, while others are rendered permanently ineffective through sulphur poisoning'.

For more information the latest edition of the manufacturers Worldwide Fuel Charter is available at www.naamsa.co.za.

TRADITIONAL HUNTING WITH DOGS

A classic example of the old established order clashing with the new democracy. Our new constitution gives every citizen rights, but sometimes how these rights may be utilized is unclear. African people have always hunted with dogs and in the past when these traditions were formed, both land and animals were almost limitless. Enter the colonial period when land is owned, fenced and the hunting of game is strictly regulated. There is immediate conflict and this hunting practice is classified as poaching and severely restricted except in tribal areas.

Hunting with dogs goes underground and is practised illegally on private land with regular confrontations between land owners and hunters, usually ending up with the dogs being shot and the hunters being convicted and fined or imprisoned. There is a shift in emphasis in this practice, where the prowess of the individual dogs becomes more important than the hunting of meat and the value of good hunting dogs escalates enormously. Conflict, where very valuable dogs are destroyed by landowners, heightens the resentment of hunters who believe that they have a right to practise this tradition.

This must be seen against the use of hunting dogs by white landowners for game and waterfowl shoots, destroying so called vermin with hunt packs and for hunting animals like bush pigs and leopard. All within the law! 1994 and a new South Africa. The rights of all are enshrined in the new constitution, especially African people and their traditions. Hunting with dogs comes out of the closet and there is immediate conflict where these hunts are being conducted with the police and the courts being caught between the hunters and the landowners.

Finally, after years of standoffs, meetings, negotiations and studies, a set of guidelines and procedures is produced that recognises both the rights of the hunters and the landowners. Hunts must be well disciplined and organised and the number of hunters and dogs are strictly limited. Hunting with dogs may only take place during the hunting season and subject to the issue of permits by Ezemvelo KZN Wildlife and the landowners written permission. These detailed procedures put the traditional practice of hunting with dogs on the same basis as all other forms of hunting, where it becomes a sport adhering to the principle of 'fair chase' and a viable economic activity for the landowner.

PRESS RELEASE - The Cradle of Humankind World Heritage Site – Magaliesberg AA Map *COVERING THE ENTIRE MAGALIESBERG REGION FROM RUSTENBURG TO CULLINAN*

The existing AA – Magaliesberg map has undergone a complete new MAKEOVER and will be launched in time for the Christmas Holiday Season 2007. This is the map you just have to have! Finally a map that includes entities in the tourism industry ranging from accommodation, to adventure activities, hot air ballooning, shopping, caves, botanical gardens, game reserves &



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crocodile farms, speciality shopping and venues, the new casino on the West Rand, cultural venues, tour operators, wildlife, restaurants, & much, much more.

The map has been fully endorsed by the Gauteng Tourism Authority. The Cradle of Humankind World Heritage Site - MAGALIESBERG – AA Map will also have its own website – www.magaliesbergmap.co.za.

Each business listed on the map will also be listed on the website with links to their businesses. Why this map is so different to all the others? This map shows visitors the exact location & telephone number of all listed venues, and in many instances, a tourism symbol and the GPS co-ordinates. This technology is becoming extremely popular with the man on the street we are proud to be associated with whose sponsorship –has made this feature possible.

Together with the Crocodile Ramble, we are proud to say that the unique Magaliesberg area now has one map available countrywide and one brochure available locally for all your tourism information needs.

For further information contact
Magaliesberg Maps on 011 675 7130 or 082 304 8283
www.magaliesbergmap.co.za

HELP, MY 4x4 WAS STOLEN

I am offering a reward for the recovery of my passion and hard work. On the 18 of october 2007 my 1995 Toyota Hilux 4x4 double cab bakkie was stolen from Braken City Pick and Pay in Alberton. I really want her back in any condition.

I am pleading to you to please pass this on, i have saved R10 000.00 for my December trip and holiday to Mozambique. That I would like to offer for information for her return - please keep an eye out for her.

Reg no PLB800GP
Vin aht31rn6700002717
Motor 7m0226614

She is powered by a 3000-24valve 7mg Toyota motor with gotech fuel management.

PLEASE HELP

Regards

MARK VENTER Tell (011) 908 2780
(Parts Manager) Fax (011) 908 5634
CELL 082 927 0170

GET WILDLIFE SIGHTINGS ON YOUR CELLPHONE IN KNP

Get the Latest Wildlife Sightings in the Kruger Park on Your Cellphone!

African Safari Journals has developed an electronic sightings board that pinpoints the latest wildlife locations on your (WAP enabled) cellphone to help you see more animals as you drive around the Kruger and Hluhluwe-Umfolozu in South Africa and Etosha in Namibia. This new system, the first of its kind for wildlife safaris in the world, allows you to log onto the internet to retrieve sightings posts made by other visitors to the parks and also to post your own sightings as they happen, all with your own cellphone.

There is no charge to subscribe to the service, and because it makes use of the GPRS network and not SMS for message delivery it is very cheap to send and receive your sightings, costing as



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little as 1c per message. Because of the free subscription, there can be more members out on the road who can send and receive sightings. The system works best when members pay it forward by contributing their sightings too because like most things in life, you reap what you sow.

For more info and to subscribe: <http://www.african-safari-journals.com/african-wildlife.html>

Contact: Bruce or Wilma Whittaker 013 712 756

EXPLORING THE KALAHARI – AN ADVENTURE IN TIME TRAVEL.

New DVD from Andrew St.Pierre White.

Following in the well worn tracks of Andrew's 4x4 training DVDs comes his first attempt at travel documentary film-making. On a three-week sojourn into the remotest parts of the Kalahari, he takes with him one the Kalahari's most respected commentators and lecturers, Mike Main. While Andrew shares his in-depth knowledge of 4x4 expedition travel, Mike's expertise and unbridled enthusiasm for the Kalahari comes across as he brings to life elements of this thirstland that few have witnessed.

"The idea was to explore a bit of the history of the Kalahari," says Andrew. "It turned out to be a very easy thing to do because it's right there: the life of its inhabitants has not changed much in centuries and it is still there to be witnessed first hand. Having Mike as our guide and co-presenter meant that things that seem obvious, even to the well-travelled, are suddenly given new life as Mike finds new interest in some of the most seemingly mundane features of the Kalahari".

- Sekoma pan - typical of the Kalahari. At an active well, Mike tells how the area was first explored, the pans being critical in enabling people to cross the thirstland.
- The red Kalahari dunes are surely the reddest in the world. Mike explains how the cattle have turned this harsh landscape into what could be mistaken for a true desert. Evidence of this can be seen by studying an Acacia tree and its roots.
- In a truly biblical scene, cattle, sheep and goats move off the dunes and water themselves at the only waterhole in 100 square miles.
- The natural spring at Mosu on the edge of the Makgadikgadi basin. Evidence of elephant hangs from the palm trees.
- Unmistakable evidence that a giant lake once covered most of Botswana is found at the ancient shoreline of the vast Makgadikgadi Salt Pans.
- South of Sowa Pan, the largest flat area in the world, is a 400ft escarpment, where signs of ancient habitation can still be found lying on the ground.
- Kubu Island lies on the western edge of Sowa Pan. Mike explains the curious rock wall: "Some like to call it the Lost City. It is neither a city nor is it lost. But it is a fascinating structure".
- Final day of the expedition, the two-vehicle convoy travels across a section of Sowa to a rarely visited island - the most beautiful island imaginable.

The DVD is available at www.4xforum.co.za and at Outdoor Warehouse, Trappers Trading, Safari Centre, 4x4 Mega World and good camping stores. Price R160.00

International Motoring Productions and Andrew St.Pierre White
082 926 7411. Email: andrew@infomap.co.za

PRADO WILL FIND ITS WAY HOME

Toyota Land Cruiser Prado customers need no longer fear driving lost, thirsty or in the dark, with the latest specification upgrade for this popular SUV.

All three derivatives - the three-litre turbodiesel GX and VX and four-litre V6 petrol VX - now have



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Toyota's audio-visual navigation system with split-screen display and comprehensive SA map set, combined with a six-CD changer, RDS radio and MP3/WMA compatibility

The Prado four-litre petrol VX model also has steering-wheel mounted satellite audio controls as standard and all Prado have a new cooler box in the centre console. Cosmetic revisions include a new grille, exterior mirrors, and headlight clusters.

Prices

- 3.0 turbodiesel GX - R438 400
- 3.0 turbodiesel VX - R488 900
- 4.0 petrol VX - R488 500

Prices include a three-year or 100 000km warranty and five-year or 90 000km service plan.

TELKOM STAFF GET 'ANTI-HIJACK' HANDBOOK

By Ian Evans

The surge in car hijackings in South Africa - as many as 35 a day - has prompted one of the country's largest companies to issue staff with a safety handbook. The eight-page guide drawn up by police for the internal use of the telecommunications firm Telkom lists the do's and don'ts when in a vehicle, who is most vulnerable and where, the types of hijackers and the vehicles most at risk.

Telkom's 'Hijacking Awareness Guide' says drivers are most at risk in front of their homes, followed by those sitting in parked cars and at traffic lights. Drivers are advised to be vigilant at all times, to lock every door and keep windows closed, and not to drive at night. Motorists are told never to be fooled by false appeals for help by "stranded" drivers or accidents, particularly by being rammed from behind. Often the stranded driver or person nudging the car is part of a gang waiting for the owner to open the door.

The attackers are usually armed.

For newcomers to South Africa, home security and the fear of carjacking become a way of life. Car doors are always locked and alarms installed on even modest vehicles. According to South African police figures, car hijackings declined between 2001/02 and 2005 but increased in the past financial year to 12 807 - 35 a day.

Surprisingly, high-performance cars such as BMW's and Audi's are not the thieves' favourite. Data accompanying the Telkom handout claimed that, last year, the Toyota Hiace van was top of the hijacking league followed by Nissan 1400 and Toyota Hilux pick-ups.

The guide said most hijackers were men but women were sometimes used to lure the unsuspecting. "Women are used to lull potential victims into a false sense of security since most of us feel less threatened in the presence of a woman.

"These people are sometimes well-dressed, but not always. They may wear a jacket or jersey under which a weapon may be hidden." The guide issued to the company's 30 000 staff says there are five types of hijackings: freight, transport, showmanship, operational and syndicate.

Barely a day goes by without news media stories of a carjacking but most go unreported. Last Friday, a 42-year-old mother was shot in a leg in Johannesburg after she got out of her Mercedes to collect her daughter from school.

LAST COURSE OF THE YEAR – 4x4 & OVERLAND GUIDES COURSE

4x4 Trails and Overland Tourist Guide Course. This is a final call for 2007 - the next courses will only be held in 2008...

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The planned dates are:

08 - 12 Nov 2007 in Louis Trichardt

22 - 26 Nov 2007 in the Cape Region

The deadline for **Masazane Expeditions** to see if we have enough confirmed people is 28 October 2007 for the Louis Trichardt Course and 11 November 2007 for the Cape... so hurry... A 50% deposit confirms your booking... A name on a list is not a confirmation.

Contact Jacqui NOW at info@masazane.co.za

+27 (0)82 829 5421

+27 (0)15 516 5717

LIONS KILLED OUTSIDE KNP

Limpopo communal farmers have killed another lioness in the Giyani area, this time near Gawula village. Farmers' spokesperson Sevha Chauke says the lion was snared and trapped in the village kraal. Chauke says it was apparently returning to finish off the carcass of a calf which it had killed the previous night.

At least seven lions have been killed so far since a group of the predators escaped from the northern Kruger National Park in the past few months. The lions are believed to have killed around 50 cattle in the Gawula, Mahlathi and Muyexe villages since August.

AD BREAK....ARTICLES CONTINUES THEREAFTER...

NAVIGATORS FOUR-WHEEL-DRIVE ADVENTURES

At Navigators we want your safari and wilderness experience to be an unforgettable adventure – join one of our guided self-drive tours to discover exciting destinations in the company of like-minded enthusiasts, leaving the planning and organisation to our team of experienced professionals. Alternatively, put together your own group and charter us to plan your itinerary, do all the bookings, and provide professional guidance and assistance for your tour.

FEATURED TOURS:

"Kalahari Black-Maned Lions" – 8 Days (Upington to Upington)

Dates: 8 – 15 December 2007

Dates: 6 – 13 January 2008

Dates: 2 – 9 February 2008

The 'summer rainfall' period is our favourite time to visit the Kgalagadi: first rains turn the grasslands green; the pans and ephemeral rivers sparkle with standing water; and the usually-blue skies are often painted with an impressive build-up of clouds. As always, our focus is on the remote Mabuasehube region in the Botswana side of the KTP with its unfenced campsites, white clay pans and swaying savannah. Our tour dates look to maximise on the 'rain season' in this area - a time when the wildlife almost seems content and relaxed, as the usual struggle for water and food diminishes with the onset of the rains...

"Central Kalahari & Khutse" – 14 Days (Gaborone to Rakops)

Dates: 5 – 14 March 2008

Our tour coincides with the 'summer rainfall' period in this region. An expedition to this area is for experienced and bush-wise travellers with well-equipped 4x4 vehicles who are self-sufficient for overland travel - and especially so during this period when rain can make for exciting and challenging driving conditions. For those who are prepared for the adventure of travelling here



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during this time, you will be rewarded with an unforgettable experience in one of Africa's great wilderness areas - at a time when the grasslands are green and the game-viewing is at its best!

Visit our website at <http://www.navigators4wd.co.za> for our full 2007 / 2008 Tour Schedule, and to view or subscribe to our current Newsletter. To request specific details and pricing on our safaris and expeditions, e-mail us at info@navigators4wd.co.za. Alternatively, contact Karen at our office on +27 (0) 21 689 1825 or Chris on mobile +27 (0) 83 675 3484.

(March 2007)

Hit the Trail ... / ... continues

SELF DRIVE ADVENTURES

Thank you very much for taking the time to learn about our dedicated and unique company. Self Drive Adventures is committed to the conservation and preservation of natural environments, minimizing the impact of off-road driving, and simultaneously maximizing the bush experience of our clients. Our mission is to

- establish self-drive guidelines for Botswana's wilderness areas according to the highest international conservation standards
- provide immaculate and reliable fully equipped vehicles to ensure that our clients enjoy an unparalleled bush experience
- suggest the best seasonal routes to maximize game viewing, the solitude of wilderness areas and the pristine beauty of Botswana and neighboring countries.

We are in the business of providing lifetime experiences and adventures: we are far more than a car hire company!

Commitment to Safety and Service

Based on our conservation ethics, we require our clients take a brief off-road course with us at the start of their journey. This includes a short orientation of our vehicles, the planned route, the regulations of national parks and game reserves, safety guidelines and wilderness awareness.

If, however, you still feel that self drive is daunting, we offer guided tours with a professional guide where you drive yourself or let your guide do the driving over tricky terrain. Alternatively we supply a lead vehicle with a professional guide, whom you follow - the choice is yours!

With our company based in Maun, the tourist capital of Botswana and the wildlife centre of Southern Africa, Self Drive Adventures offers two classes of four-wheel drive vehicles at affordable rates

- Fully safari equipped Toyota Land Cruiser station wagons with air-conditioning, power steering, alarm systems, roof tent, fridge, GPS and satellite phone @ P990.00 per day (excluding VAT, insurance and supplies). Please refer to the attachment (*Equipment list*) for a complete list of safari equipment.
- Unequipped Toyota Land Cruiser station wagons & Mitsubishi Pajeros @ P660.00 per day (excluding VAT and insurance).
- Professional guide @ P700.00 per day (excluding VAT).

Self Drive Adventures can organize your southern African adventure completely, from advising you on your itinerary to booking your flights to shopping for supplies. All you need to do is pack your clothes, passport and driver's license!

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Many thanks
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SOUTH AFRICA'S INCONVENIENT TRUTH THE OLIFANTS RIVER IS DYING

We all are concerned about the impact of Global Warming, deforestation, urbanization, pollution and the violation of our natural heritage; we are aware of the great impact it already has on our vulnerable and stressed ecosystems.

We are equally aware of the scarce water resources in South Africa to cover human and ecological needs. Water is the essence of life and prosperity and must be allocated to the most deserving purposes only.

Why ,therefore, is the Olifants Rivers threatened to the extent that for the first time on record it stopped flowing for 78 days in 2005? The present scenario. Some of the causes already stretching the river's capacity to the limit are 30 large dams already drawing water in the Olifants catchment areas, Pollution impacts from mines and industries, uncontrolled agricultural development, Population demographics along the banks of the river and other socio economic developments.

The future is even bleaker. The planning of new developments of Golf Estates (a typical course uses between 1.2 to 3 million litres of water a day- equivalent to the water consumption of a town of 20.000 people), the increase of population numbers resulting in the increase of housing development, the construction of the De Hoop Dam, the planned sugarcane plantations near Hoedspruit. All of these projects may well strike the final blow.

Government's final approval of the De Hoop Dam in the Steelpoort area in Mpumalanga is the grimmest threat at this point in time. Primarily built for supplying water to the platinum mines in the area the dam will at completion store 342 million cubic meters of water covering an area of about 1 690 hectares. This will have devastating and irreversible results on the water supply to the Kruger National Park as well as the environment at large. This is nothing short of total disregard for the environment and constitutes misappropriation of the water resources and our eco systems.

The only responsible and sustainable route to take is to supply the mines with water from other areas where there is no immediate threat to their water resources. Government and business enterprises concerned must think of the generations to come and not about short term objectives which are only serving one short term purpose - profit maximisation to the detriment of the environment.

We must act before it is too late and request government to stop the project of the De Hoop Dam. The best way forward is to become more proactive in demanding governmental changes in policy to be brought about and stronger regulations and penalties to be implemented and carried out.

The sadness of it all is that at the end there will be nothing left for anybody. The dams will dry up, our wildlife will disappear, livestock will die because there won't be any grazing. And no ocean of tears will make the river run again. This is your land, your heritage, you have the right to be heard and you can make the difference.



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I believe in the power of the people. Ordinary people can achieve extraordinary results!
Thank you for caring and forwarding this petition to all your friends.

Gigi

Concerned Conservationist

BTA (Bushveld Training Adventures) Club Member

SET A WORLD RECORD (I WAS PART OF AN PREVIOUS ATTEMPT!)

Hello aan almal

Ons as Safari Centre saam met outlaw's 4x4 adventure club hou op 17 November 2007 n baie groot dag waar ons gaan probeer om n wereld rekord optestel vir die meeste 4x4 voertuie saam op een plek ,dit maak nie saak wat jou maak of model is nie.

Ons gaan ook n R50-00 donasie en R10-00 per volwassene vra wat geskenk gaan word aan die Cathren Robsin children home en die SPCA vereeniging wat hulle dat ook instaad gaan stel dom dinge vir hulle makliker te maak.As kyk ook daarna om die dag dalk n jaarlikse instelling te maak soos die toyrun is by die motorfiets klub(as hulle dit kan doen kan ons dit net groter doen)

Die dag gaan baie pret inhou met modergate,4x4 baan ens, kos stalletjies en n groot biertuin. Daar is ook al terugvoring van een klub gekry wat gese het hulle onder steun ons en sal hulle databasis laat weet wat uit 4000 lede bestaan. Kom geniet die dag saam met ons en maak minder bevoregte kinders baie bly.

Hoop om u almal daar te sien

Willem van Tonder

082 335 1841

Safari Centre Vereeniging

vereeniging@safaricentre.co.za

ANOTHER 4x4 EVENT

Dear Sir / Madam

Bosveld Charity Event on the 26 January 2008. If you are interested in participating in this event please contact us as soon as possible to ensure your spot.

Kind regards

The Toxic Extreme Ventures Team

Hayley - Cell : 082 459 9105 / Tobias - Cell : 073 455 8499

JOBURGERS BEWARE! IS IT TRUE?

Hi All,

The following article appeared in The Independent on Saturday Newspaper. New speeding fines implemented across Metro in October

60 KM/H ZONE

*71-74km/h = R250.00

*75 - 79km/h - R500.00

*80-84km/h = R750.00

*85-89km/h = R1000.00

*90-94km/h = R1500.00

*95-99km/h = R2500.00

***100km/h and over no fine payable have to appear in court**

70 KM/HR ZONE

*81-84km/h = R250.00

*85 - 89km/h = R500.00

*90-94km/h = R750.00

*95-99km/h = R1000.00

*100-104km/h = R1500.00

*105-110km/h = R2500.00

***110km/h and over no fine payable have to appear in court**



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80 KM/H ZONE

- *91-94km/h = R250.00 *95 - 99km/h = R500.00
- *100-104km/h = R750.00 *105-109km/h = R1000.00
- *110-114km/h = R1500.00 *115-119km/h = R2500.00
- *120km/h and over no fine payable have to appear in court

100 KM/H ZONE

- *111-114km/h = R250.00 *115- 119km/h = R500.00
- *120-124km/h = R750.00 *125-129km/h = R1000.00
- *130-134km/h = R1500.00 *135-139km/h = R2500.00
- *140km/h and over no fine payable have to appear in court

120 KM/H ZONE

- *131-134km/h = R250.00 *135- 139km/h = R500.00
- *140-144km/h = R750.00 *145-149km/h = R1000.00
- *150-154km/h = R1500.00 *155-159km/h = R2500.00
- *160km/h and over no fine payable have to appear in court

KWAZULU-NATAL SOUTH COAST

Spring is in the air and summer is on its way. The South Coast offers a startling array of activities that are difficult to find elsewhere in the province. It stretches from the Bluff Nature Reserve in suburban Durban, a birdwatchers 'must see' wetland, to the Umtamvuna Nature Reserve, with its pristine forests and rare Cape Griffin colony. The Bluff Reserve, consists of a large pan and adjacent forest and is situated in the Bluff suburb of Durban. The pan is a home and a refuge for many water birds and waders. Two bird hides are sited along the edge of the pan and provide excellent bird viewing opportunities for visitors. There is one self guided trail in the reserve which meanders around the pan and offers a wonderful opportunity to explore the diverse water-bird life in the reserve.

Skyline is known for its arboretum which features 76 indigenous coastal tree species, about 300 other indigenous trees and 400 exotic tree species. A series of one-hour self-guided trails are demarcated. Oribi Gorge is one of KwaZulu-Natal's most spectacular natural settings, offering many delightful walks and self-guided trails to scenic spots in the reserve. The scenery along the gorge, formed by the Umzimkulwana River, is a photographer's and nature lover's paradise. The bird list numbers 250 and with its diverse habitats bird watching in Oribi is a rewarding experience. Oribi Gorge is only 21kms from the local beaches so visitors are free to spend the day on the beach, enjoy a meal or a movie at the Shelly Centre or visit any other attraction in the area.

The camp is situated at the head of the Umzimkulwana Gorge and commands an impressive view of Oribi Gorge. The camp consists of six two-bed huts each with an en-suite shower and toilet. A seven-bed, fully equipped self-catering chalet is also available. Vernon Crookes' wooded slopes, grassland ridges and clear views of the ocean to the east offer the ideal setting for communing with nature. Enjoy the excellent trails, picnic facilities and autotrail. The reserve boasts 56 mammal species and abundant birdlife (some 300 confirmed species) includes a number of spectacular raptors like the Crowned and Martial eagle which nest in the reserve. An interesting variety of indigenous flora adds to the reserve's attractions, not least in spring when the veld is alive with colour.

Accommodation is provided in a 10 bed rustic tree house and five 2 bed rondavels. Mpenjati is lush little coastal reserve which caters essentially for the day visitor. It comprises a system of interlinking wetlands, grasslands and dune forests. The most popular activities are birding, fishing, swimming, and hiking. The Ipithi trail on the south bank is 1,2 km long and offers visitors the opportunity of sighting blue, red and grey duiker and bushbuck. The Yengele trail on the north



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bank is 1,8 km long and is routed through one of the largest dune forests on the KwaZulu-Natal South Coast.

The lagoon is ideal for canoeing, windsurfing, fishing and swimming. Umtamvuna is the southernmost nature reserve in KwaZulu-Natal and is a botanical paradise forming the northern end of the Wild Coast area of plant endemism. It stretches over an interesting stretch of riverine forest and steep rocky cliffs bordering the Umtamvuna River. The hiking trails vary in duration from one to three-hour or an all-day hike. Both the Cape Griffin and African Fish Eagle breed in the reserve and many other bird species have been recorded.

4X4 OFF-ROAD TRAILER RENTALS

LA Sport ATA have obtained a 4x4 Off-Road Trailer Hiring agreement with a service provider and you can now hire your off-road trailer fully equipped @ R450.00 per day, you can't even buy a fridge never mind any other camping equipment to go along for that price. So! Now there is no excuse to come along on any of our 4x4 safaris.

For more details contact Tinus @ 0835606336

TENNECO HAS RECEIVED SEVERAL AWARDS FOR ITS AFTERMARKET PRODUCTS

The eXponentia training initiative of which Tenneco is a part of, together with Gates, SKF, TRW and Valeo, has been recognized with Equip Auto's Grand Prix Gold Award for Innovation in the category of service. A panel of 82 automotive journalists representing 28 countries chose eXponentia as the gold award winner from among 24 semi-finalists. The award (gold or silver) is given at the Equip Auto Paris Show to the most innovative concepts, products or services in four categories: engineering and advanced technology, spare parts and aftermarket, garage equipment and services.

The Expert Suspension system developed by Monroe® in conjunction with Actia Muller has been recognized with Equip Auto's Grand Prix Silver award in the garage category. The Expert suspension tester allows professionals to rapidly assess the condition of a shock absorber to help provide greater safety on the roads.

Tenneco France has received the 2007 Best Supplier of the Year 2007 Award from Speedy in France (Kwik-Fit Group). The award recognizes Tenneco and especially its Monroe® team, for its logistics, outstanding customer service, technical assistance and overall sales & marketing team support.

Tenneco Portugal A was recognized, for the third consecutive year, for its Monroe® and Fonos/Walker® best brands. The "Best Brand Awards" provide annual recognition based on "Quality and Service".

BABY WHALE DIES IN SHARK NETS

A baby whale died at midday on Sunday after it got tangled in shark nets along the KwaZulu-Natal south coast. Lifeguards in Amanzimtoti said there was an outcry by residents when the whale became stuck in the nets. The police search and rescue team, Netcare 911 and the Natal Sharks Board were called in to try and help the whale.

"Divers had to swim beneath the shark nets to cut the whale free. But it was too late," Netcare 911 spokesman Chris Botha said. "The baby whale was too deep below the surface for too long and could not surface for air. It died," said Botha. - Sapa source IOL.co.za

Why does it take the death of a baby whale for people to begin questioning the current methods of Shark control? The shark nets kill on average 30 Great White Sharks every year, which are a protected species.



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The unquestioning acceptance of indiscriminate culling traps (shark nets) by the general public seems unwavering. Is this a result of constant reinforcement of the "Jaws factor" every holiday season through many media channels? Or is it the total lack of compassion for sharks and fish in general?

The Natal Sharks Board have begun to replace indiscriminate nets with the more selective drumlines (baited traps) which target large sharks. Although this new technique will result in far fewer unfortunate incidents involving harmless creatures, large top predators are no better off. However addressing the issue of shark control for the purposes of bather protection is no simple task.

The general public, who generate millions of Rands for the KZN coastal tourism industry, are the driving force behind the government endorsed shark control programmes. The Natal Sharks Board receives millions of Rands each year from the government and local municipalities to reduce the risk of shark attack. This half century old setup can not be transformed overnight. However the tourism industry motivating the shark control programmes needs to accept far greater responsibility for the environmental impacts caused by these programmes. Funds need to be channelled into further research and development of non lethal methods of bather protection.

If we were to move away from culling devices as a means of bather protection in KZN, the public have to support the move and accept there may be a negligible chance of a shark incident, much like the bathers do at busy unprotected beaches along our upper north coast, Cape Town and Mozambique.

Sharklife aims to address this issue by continuing to disseminate "pro shark" public awareness materials and develop projects that may lead to the transformation of shark control along the KZN coastline.

RIVER LODGES OF AFRICA

If any Zimbabwe aficionados or 4X4 enthusiasts want to explore a new route into the country, the great news is that there is a dry-weather option which traverses some of the wildest parts of the region.

River Lodges of Africa (Chilo Gorge, Mahenye and Senuko) MD Clive Stockil recently took an exploratory journey overland to investigate the route into Zimbabwe via Kruger National Park, and returned with positive comments on all his experiences.

On paper, the Great Limpopo Transfrontier Conservation Area (GLTFCA) which combines Kruger, Gonarezhou and Limpopo national parks in three countries already exists; in reality there has not been much change on the ground in Gonarezhou. South Africa, however, has opened a new tourist border post linking north Kruger to the Limpopo park in Mozambique.

Visitors can now drive north through world-renowned Kruger National Park and exit South Africa into Mozambique at Pafuri. Plans have been drawn up for a bridge across the great Limpopo River, but pending that, only in the dry season can travelers make further northerly progress. Clive took the Dumela road which crosses the Limpopo (4 x 4) is necessary, and then follows the Zimbabwe / Mozambique border to Chikwalakwala, which is the commercial road and rail border town adjacent to Zimbabwe's Sango. History buffs will know these two towns as Malvernia and Villa Salazaar respectively.

Both border crossings took approximately 30 minutes and were virtually hassle-free; the roads presented no difficulties for a 4 x 4 vehicle. From Sango it is a comfortable drive to Mabalauta serviced camp site and the parks accommodation at Simuwini in the south of Gonarezhou; once



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visitors have explored this area, their next stop should be Chipinda Pools camp site on the Runde River and just about in the centre of the park.

The spectacular red sandstone Chilojo Cliffs are accessible from Chipinda, and Clive recommends visitors follow the Runde River east and make their way to the parks base at Mahenye. From here, cross the Save River and you are a stone's throw from the relative luxury of Chilo Gorge and Mahenye Safari Lodges, themselves a springboard for the Zimbabwe's Eastern Highlands.

Anyone contemplating this overland adventure needs to be completely self-contained in terms of vehicle, fuel, food and drinking water; you are going to be visiting parts where you will be the only people for miles around, but where there may well be a large number of other mammals about.

Contact Caroline on ilala@zol.co.zw for more information.

NEW WILD CARD PRICES

As many of you will already have heard, the price of Wild Cards is going up. We've held the prices of all Wild Cards constant since mid-2004, but SANParks' decision to raise its conservation fees on November 1, 2007 has left us with little option but to follow suit.

The good news is we're only raising prices by roughly 5% and ironically, the Wild Card is now even better value for money. A single cluster individual's card, for example, now costs only as much as 5.45 ordinary entries, compared with 5.67 previously.

The benefits don't stop there either. The Wild Card is now accepted at more parks and reserves than ever before thanks to the recent addition of Ezemvelo KZN Wildlife's wonderful parks and reserves (see opposite). In addition there is our great, new, free magazine, *Wild* which you will receive each quarter.

The full list of prices now looks like this:

National Visitors	Individual	Couple	Family
All clusters	R205	R305	R460
Was	R195	R335	R440
Bushveld Cluster	R180	R310	R420
Was	R170	R295	R395
River Cluster	R180	R295	R320
Was	R170	R245	R265
Dry Cluster	R180	R310	R420
Was	R170	R295	R395
Cape Cluster	R180	R310	R420
Was	R170	R295	R395
Swazi Cluster	R180	R310	R420
Was	R170	R295	R395
Ezemvelo KZN Cluster	R180	R310	R420
Was	R170	R295	R395
International Visitors			
All Clusters	R840	R1475	R1990
Was	R795	R1395	R1795

If your Wild Card has expired, or is nearing expiry, you still have until October 31 to renew it at the old prices. Simply phone 086 123 4002, return to the park or outlet where you purchased your card, or click on www.wildinafrica.com and treat yourself to another year of really memorable (and affordable) Wild experiences.



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TOYOTA HILUX - HISTORY (CALLED THE TACOMA IN THE USA)
SENT IN BY MANIE CARSTENS

1979 - Introduction of 4WD.

1979 - CY 1979 - 4WD wins *Pickup, Van & 4WD* "4WD of the Year"; *Off-Road* "4WD Vehicle of the Year"; *4x4 and Off-Road Vehicles* "Toughest Truck of the Year".

1980 - CY 1980 - Is best selling Compact 4x4 for the next 14 years.

1982 - 4WD model available with 5-speed transmission.

1984 - Introduction of auto-locking hubs on 4WD.

1985 - Automatic transmission available on 4WD.

1989 - CY 1989 - Wins "Pickup Truck of the Year", *Four Wheel & Off Road Magazine*.

1995 - Introduction of Tacoma name to truck line.

1996 - CY 1996 - Named "Pickup Truck of the Year", *Four Wheeler Magazine*.

1996 - CY 1996 - Wins JD Power IQS.

1997 - Expanded availability of locking rear differential.

1998 - Minor change to styling, suspension.

1998 - "Pickup Truck of the Year" - *Four Wheeler Magazine*.

2000 - Adds appearance package, new exterior colors, and receives daytime running lights on ABS-equipped models

2001 - Aggressive styling changes, several new upgrade packages and four new exterior colors

2002 - AutoPacific Vehicle Satisfaction Score (VSS) Top performer in Compact Pickup Truck segment.

2004 - Tacoma receives VSC and TRAC as standard on PreRunner models

In 1979, Toyota expanded its popular line of pickup trucks to include both two- and four-wheel drive models. The new four-wheel drives were an immediate success with both consumers and media alike, being awarded "4WD of the Year" by *Pickup, Van & 4WD*, "4WD Vehicle of the Year" by *Off-Road* and "Toughest Truck of the Year" by *4x4 and Off-Road Vehicles*.

Changes and updates on the 4WD models mirrored their 2WD cousins, with the exception of the drivetrain. When first introduced, the four-wheel drive model was available with only a four-speed manual transmission, but was updated with a five-speed unit in 1982. A "shift on the fly" system whereby the front hubs could be locked automatically without exiting the vehicle was introduced in 1984. 1985 saw the next transmission change as a four-speed electronically-controlled transmission was made available.

Toyota trucks earned their reputation as rugged and reliable workhorses. The combination of four-wheel drive and luxury (power windows, door locks and mirrors, compact disc player, sunroof, additional seats in the rear of the cab) proved that Toyota trucks were capable of getting almost anywhere (in style) and coming home again reliably.

Toyota's Tacoma line (see 2WD section for detailed product description) saw minor changes and additions for the 1997 model year. Available on all 4WD models, Tacoma's locking rear differential allows it a trail ability unlike any other compact pickup truck. Other changes were to the availability of bucket seats on non-SR5 level Xtracabs and revised striping on SR5 models.

On the inside, all 1998 Tacomas received a passenger side airbag with cutoff switch for increased occupant safety. Also added were rotary HVAC controls, two additional 12V power outlets and repositioned cupholders.

On the outside, a restyled grille and headlights along with larger front bumper and new overfenders made for a more aggressive appearance. Inspired by Toyota's successful desert racing program, a special Toyota Racing Development Off-Road Package was equipped with



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specially valved Bilstein shocks, increased-rate front coil and rear leaf springs and a locking rear differential.

After receiving a redesigned interior and styling upgrades in 1998, the 1999 Tacoma remained relatively unchanged with the exception of several new added value packages and safety features. The added safety features included new front seatbelts with pretensioners and force limiters as well as a passenger-side airbag cut-off switch.

The 2000 model offered standard daytime running lights on all models equipped with ABS. For 2001, the Tacoma received a new front fascia that included a vertical grille and raised hood, new multi-reflector headlamps and jeweled tail lamps. Tether anchor brackets have been added to supplement child restraint systems. The 2002 Tacoma 4x4 carried over unchanged.

The 2003 Tacoma's 4x4 updates and changes mirrored the Tacoma 4x2. A Child Restraint System lower anchor was made standard for the front passenger seat on Regular and Xtracabs, and for the rear outboard seats on the Double Cabs. Anti-lock brake systems were made standard on all models.

For 2004, Tacoma 4x4 receives Vehicle Stability Control with Traction Control as standard equipment.

****NOTE: All chronology dates are model year, unless noted otherwise.
CY refers to "Calendar Year."****

TOYOTA LAND CRUISER HISTORY SENT IN BY MANIE CARSTENS

1950 - During CY 1950 - Development of Model BJ prototype begins in Japan..

1954 - BJ takes on name of Land Cruiser.

1955 - F-series 3.8L 6-cylinder engine adopted.

1958 - CY September, 1958 - Land Cruiser introduced to U.S.

1958 - First hard-top version produced.

1961 - Pickup and wagon version of Land Cruiser introduced in Japan.

1961-1965 - Land Cruiser is best selling Toyota in U.S.

1967 - New station wagon version introduced (FJ55).

1968 - CY 1968 - 100,000th Land Cruiser sold worldwide.

1972 - CY 1972 - 200,000th Land Cruiser sold worldwide.

1973 - CY 1973 - 300,000th Land Cruiser sold worldwide.

1975 - 4.2L engine introduced.

1980 - 2nd generation station wagon introduced (FJ60).

1980 - "4x4 of the Year" - *Off-Road* magazine.

1981 - CY 1981 - 1,000,000th Land Cruiser sold.

1983 - Last year of FJ40 sales in the U.S.

1988 - Minor updates on Wagon.

1990 - CY 1990-Present - Named "Best Buy" by *Consumer's Digest*.

1990 - CY 1990 - 2,000,000th Land Cruiser sold.

1991 - 3rd generation station wagon introduced (FJ80).

1991 - Full-time 4-wheel drive introduced.

1991 - Among "Best Buys" - *Consumers Digest* magazine.

1991 - "Best Full-Size SUV in Customer Satisfaction" - J.D. Power & Associates.

1992 - CY 1992 - Named "Best Full-Sized Sport Utility" in IQS and CSI, J.D. Power.

1992 - Among "Best Buys" - *Consumers Digest* magazine.

1993 - 4.5L engine introduced.

1993 - CY 1993 - Named "Best Full-Sized Sport Utility" in IQS, J.D. Power.

1993 - Among "Best Buys" - *Consumers Digest* magazine.

1994 - Among "Best Buys" - *Consumers Digest* magazine.

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- 1995** - At mid-year intro, receives updated grille and standard dual airbags and ABS.
- 1996** - "Best Full-Size SUV in Initial Quality" - J.D. Power.
- 1997** - "Luxury SUV Best Buy" - *Four Wheeler* magazine.
- 1997** - "Best Overall Truck: Resale Value After Three Years of Ownership" – ADP Autosource Survey.
- 1997** - "1997 Top Three Vehicles in Initial Quality-Full-Size Segment" - J.D. Power.
- 1998** - Fifth-generation Land Cruiser is introduced powered by Toyota Division's first-ever V8
- 1999** - CY 1999 "Best Full-Size Sport Utility Vehicle Segment" - J.D. Power
- 2000** - Receives Active TRAC, VSC and EBD as standard equipment
- 2001** - A DVD-based navigation system is available.
- 2002CY** - *Consumer Reports* "Most Reliable Large SUV"
- 2002** - Intellichoice named Best Overall Value Full-Size Sport Utility Class
- 2003** - Receives minor interior, exterior and mechanical changes
- 2003** - "Most Wanted Large SUV Over \$45,000" Award by Edmunds.com
- 2004** - Backup camera is now available with Navigation system.

From its humble beginnings in 1950 as a development project based on the design of the Willys Jeep, the Land Cruiser has taken its rightful place as Toyota's flagship four-wheel drive vehicle. When the Land Cruiser (then named "Model BJ") was first tested in August, 1951, it climbed to the sixth station of Mt. Fuji -- the first motor vehicle to perform this feat. The first orders for the vehicle were from police and forestry departments because of its off-road abilities. In 1954, when the BJ was formally named Land Cruiser, the vehicle officially entered mass-production, rather than being built on a made-to-order basis. The following year, the original 85-horsepower diesel engine was replaced with a 125-horsepower 3.8L gasoline unit.

1958 saw the formal introduction of the Land Cruiser to the U.S., and it was the best selling Toyota vehicle in the U.S. from 1961-1965. During that time the line-up consisted of soft-top, open, and pickup versions.

In 1965, Land Cruiser moved toward the mainstream U.S. market with the introduction of the five-door station wagon. The wagon was hailed as a vehicle that was competent enough to drive through the back country, yet was comfortable and powerful enough to drive on any public street. Mid-1967 saw the U.S.-sales introduction of a hardtop version of the two-door, sales of which ceased in 1983 (although production ended in 1979).

In 1975, the 3.8L engine was replaced by a larger and more powerful 4.2L version, making the Land Cruiser easier to drive. For the home market (Japan), Land Cruiser has almost always been available with a diesel engine -- originally 3.2L, reintroduced at 3.0L in 1976, and updated to 3.2L again in 1979 -- but it was never officially available in the U.S.

Since 1980, the U.S.-spec Land Cruiser has only been available in one body style -- five-door station wagon. It was replaced in 1991 by a larger, more luxurious vehicle that sported full-time four-wheel-drive and a fully independent four-wheel coil-spring suspension.

In 1993, Land Cruiser grew up even further. Now sporting a 24-valve, DOHC inline six-cylinder engine displacing 4.5L, Land Cruiser produced 212 horsepower and 275 pound-feet of torque, and was more than capable of pulling Land Cruiser's 5153 pounds of curb weight.

The 1993 Land Cruiser was a far cry from the 1951 Model BJ. Sporting optional leather upholstery, available seating for eight, an available compact-disc player, manually locking front and rear, and automatic locking center, differentials, Land Cruiser was now a shadow of its former self.

1994 updates to the Land Cruiser were minimal (changes have only been made to the Land Cruiser when necessary), limited to the addition of CFC-free air-conditioning. In 1995, Land



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Cruiser took a large step toward additional passenger safety. With more and more consumers using their "sport-utility" vehicles as passenger cars, and those consumers looking for vehicles that offer enhanced safety features, Toyota was ready. Along with a new grille featuring redesigned headlights, the 1995 Land Cruiser included, as standard equipment, both driver- and passenger-side airbags and adjustable shoulder-belt anchors. These additions did nothing to diminish Land Cruiser's off-the-road abilities, though, and it continues on as the most refined, most capable four-wheel-drive vehicle on the market.

For 1998, Toyota introduced the fifth-generation Land Cruiser and the first all-new Cruiser since 1991. The new Cruiser is larger, heavier, structurally more solid and substantially more powerful than its predecessor. Yet it delivers improved fuel efficiency, lower emissions and considerably quicker, more responsive acceleration. It also features the first V8 engine in a Toyota Division vehicle. The its all-new 4.7-liter 32-valve DOHC produces 230 horsepower, 18 more than its predecessor's inline six-cylinder, and 320 lbs.-ft. of torque, an improvement of 45 over the '97 model.

For 1999 the recently redesigned Land Cruiser features an independent rear automatic climate control system for added convenience and passenger comfort. In 2000, Toyota again raised the benchmark in SUV performance and refinement by adding active traction control (Active TRAC), vehicle skid control (VSC) and electronic brake force distribution (EBD) systems as standard equipment. The Cruiser also added a six-disc in-dash CD player as standard.

For 2001, the legendary Land Cruiser received a few new additions. It featured an available navigation system with a DVD player, standard auto dimming rear view mirror, and integrated compass in the rear view mirror (on models without the navigation system), JBL Premium three-in-one AM/FM/Cassette/CD six-disc in-dash changer with seven speakers with an available Electro Multi-Vision screen with center console six-disc CD player.

The Land Cruiser enters 2002 with additional equipment and improved value. It now comes standard with third row seats, automatic rear climate control system and HomeLinkCE. The only available factory option is a DVD-based navigation system.

Along with an updated front grille, rear bumper, rear turn signals and interior, output by the 2003 Land Cruiser's 4.7-liter V8 was increased by five horsepower for improved responsiveness. For the first time, Land Cruiser had rear seat audio and steering wheel audio controls as standard equipment, and a DVD rear seat entertainment system and SRS front and second row side curtain airbags were made available.

The 2004 Land Cruiser now offers an available backup camera with the navigation system. New side privacy glass color changes from bronze to dark green.

What does it mean?

Land Cruiser: Land Cruiser is Toyota's flagship four-wheel drive vehicle. The name implies its go-anywhere ability.

Where is it built?

Land Cruiser is built at the Araco Corporation plant in Toyota City, Japan.

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Activities include the vehicle trail, birding, tree-spotting, hiking, cultural tours, historical tours, mountain biking, butterflies, moths... to name but a few...

We hope to hear from you and/or see you soon...

Dave (GP 0838) and Jacqui (GP 0773) van Graan

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April 2007

From the Tracks – Reader Feedback

NEWSLETTER FEEDBACK

Hi there Alan,

Hope all are well with you and family.....!!Please change my email address for your monthly news letter..... as I do not want to miss any news letters !!!!

Keep up the good work in the 4x4 industry !!

Enjoy the day !!!

Solly Grace



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EXCELLENT SERVICE FROM SERVICE PROVIDER - FRONT RUNNER

Hi Alan,

Some feedback on customer service experience that I recently had at Front Runner: Some two years ago I purchased a bakkie slider (load box slide out tray) for my Ranger from Front Runner. Over the last few months it became increasingly difficult to operate.

Last Saturday (22 October) I visited Front Runner nearly Kyalami and explained my problem to Wayne Heath-Coombe. "No problem" he said, "We'll take a look at it". My bakkie spent about 40 minutes in their workshop and when it was returned, the slide had been replaced by an almost new demo unit, and the invoice read: "No Charge !"

I will definitely visit them again !

Johann Ungerer

BUSH MEDICINE COURSE ATTENDEE FEEDBACK

Hi Alan.

I found the Bush Medicine course to be good fun and very informative. The info provided was excellent, mostly relevant and very necessary to know. It will be a great help, both in the bush and on my other many travels in terms of managing the unexpected.

Thanks very much for arranging it.

Brian Magner.

The bush medicine course was VERY enlightening. There were a couple of things that I had learnt in my first aid course, but, to my amazement, many of the procedures had been changed. I found the modules regarding drips and suturing to be very interesting.

I think that this course is a must for anyone considering venturing into areas away from immediate medical care. I would also propose that a level 1 first aid course be done BEFORE this course, to enable you to get some indepth background, as the course is intensive, and the prior knowledge would be to your benefit, giving you more value.

Thanks for offering it.

Regards

Mike Collinge

Hi Alan,

The course was great. An eye-opener. It did not make doctors and experts of us, but we gained huge appreciation for the issues, became aware of some some basic notions ("witnessed vs unwitnessed trauma",), understand some medical thinking and some of the trade-offs made, got a feel for what needs be done urgently and what not, know when to call the experts, when to read up on something. In sum, we can now avoid doing the wrong thing and have a higher probability of doing the right thing.

I think most of us are now less hesitant to apply dressings, do some CPR, injections, sutures, etc. and know what medical kit exists, and what to use it for. And we now know much better what medical kit to carry and where to get it .

Kind regards,

Geert F de Vries

Hello

With regards to Bush Medicine course - excellent practical knowledge for the bush! While some of us blanched at the thought of stitching up a family member - if push comes to shove, we now all have the know how to do it or to tell someone how to.

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A large part of the course is very much the same as the First Aid Level 1 - but in no ways a waste of time. I was surprised how much - AND how LITTLE - I remembered from the First Aid course I did in March, and this was a great refresher.

*Regards
Lizette Swart*

Dear Alan

As you know Tersia and Wynand attended the Bush Medicine Course over the weekend. Both Tersia and Wynand are glad they attended and they learned a lot – or rather confirmed how much more the need to know. We will be adding a number of key items into our Emergency Kit and all cars as well as required emergency details.

- a) The Presenter was very professional and answered all questions with patience and clarity
- b) The Presenter gave quality feedback to individuals and showed them again when they did not perform the activities correctly .. please forward our compliments to him
- c) It would be great to have more “manikins” for those attending to use.

Cheers

Marius Schoeman

NATIONAL GPS CHALLENGE FEEDBACK

It was a cold rainy Saturday morning as all the finalists for the GPS final competition gathered at Echo 4x4, next to the Irene off ramp. As we waited for everyone to arrive we gathered around the table enjoying some muffins and coffee courtesy of Echo 4x4. Eventually everyone was there and Kevin and Alan started the proceedings with Kevin explaining the rules, the indemnities, as well as how the whole event will be run. Everyone was given their booklets and GPS.

The GPS everyone received was blank, no maps, no setup, so all contestants had to setup their own GPS, still with no maps. No use of own gps or laptops were allowed.

Everyone started off with a bang at 10h00 to the first waypoint. As everyone proceeded to the different waypoints the group of contestants started to get distances between each other as some contestants either navigated quicker or drove faster than the others.

We drove through farmland, muddy roads and visited places like the flyers club, a windpowered generator and Zonderwater prison. In Cullinan we visited an old church. After Cullinan the next points to visit was within Pretoria at Loftus and thereafter the showgrounds where we had to give a password to enter. We entered a shed where all looked at model trains and completed a questionnaire on navigation which formed part of the challenge.

From Pretoria we moved on to Pretoria north and the De Wildt area. Moving away from the De Wildt area we moved past Hartebeespoortdam on to Van Gaalen cheese farm and then onto Makalani stud farms past Magaliesburg. Next on the list was Rica Piggery where you find disease free pigs. We moved on to a candle factory which had unfortunately closed before any of us could get there (4pm). All the contestants then took the road past the Corriloch Koi Farm on to Krugersdorp where the second last point to visit was the Paardekraal Monument. By this time it was getting dark. The final destination was the Scorpion Offroad Academy, where Johan and Annemarie Ungerer and Charmaine Goodway prepared us all a very delicious meal. Getting there Alan Goodway arrived with us just before 7 after he had to go recover one of the contestants off the Magaliesberg Mountains after they got horribly stuck trying to take a short cut (Nearly rolling their vehicle).

Everyone handed in their completed booklet together with their contestant numbers and GPS. Everyone enjoyed a wonderful meal. Soon after the meal we were all given a new GPS again



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with 6 waypoints which we had to navigate by foot in the dark – no flashlights allowed. We all walked about 5km in the dark which took between 1 hour and 1hour 30 minutes. Then came the final prize giving.

Well 3 club members took part in the finals – Peet and Lynnette Koekemoer came 7th after their recovery off the mountain, Morne and Natalie came 4th and Rian Habig and Andre Parsons came second in the competition. The winners, a Father-son combination from Gauteng and Eastern Cape.

Prizes were handed over to everyone by the sponsors of the event – Kevin Bolton from KJ Bolton Consultants and Johan Mostert from Bridgetone Tyres (Main Sponsors). We wish to thank them, Alan Goodway and Mike Collinge for all their efforts they had put in to make this event a huge success to all the participants.

See you all next year for the next event!!!
Rian Habig (2nd Place)

*Groot plesier ! We enjoy, and are proud, to be associated with the club. And we like to interact with our other "buddies".
Johan Ungerer – official braaier!*

Alan, Kevin, Sponsors and supporters,
Just a quick word of thanks for a superb day and GPS Final event. Once again you did not disappoint and Natalie and I truly enjoyed the day. This year it was quite different and by supplying a standard GPS with no maps and thus no autorouting, the playing field was leveled and true GPS navigation was the order of the day. I have to admit; it did caught us off guard, making it much more difficult, but less complicated. Interesting!

I will keep on trying and hopefully see you at the start of next years final! An event that has proven itself to only get better and better, thanks to your commitment, effort and dedication; which are clearly visible in the organization and execution of these events, from the different heats, right through to the final.

Much appreciated!
Morné & Natalie van der Westhuizen

READER ADVENTURE FEEDBACK #1

Trip report of the Glendower Venda 4 x 4 birding long weekend.- 20th to the 24th September 2007

Day 1 : Entabeni Forests

The group of sixteen gathered at the Kliphuis on Thursday afternoon. On the way up to the kliphuis a pair of **Bat Hawk** were seen on their nest near to the entrance of the Entabeni forests. The Kliphuis is situated in Entabeni Plantation, high up in the mountains between pristine Afro-montane Grasslands and extensive Afro-temperate Mistbelt forests. The 63 year old Foresters House has been beautifully renovated into a comfortable place to stay with running hot water and a fully equipped kitchen.

Some late afternoon birding on Thursday and an hour of birding on Friday morning produced about 44 species including **Orange Ground-Thrush, Emerald Cuckoo, Grey Cuckooshrike White-necked Raven** and **African Dusky Flycatcher. Green Twinspot** and **Yellow-streaked Greenbul** were heard.

Day 2 : Thathe Sacred Forest, Lake Funduzi to Gundani



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After a bit of birding around Kliphuis we headed off to the Thathe sacred forest which is sacred to the Venda people. We walked through the forest and picked up **Grey Cuckooshrike Yellow-streaked Greenbul, Chorister Robin-Chat, Blue-mantled Crested Flycatcher, Knysna Turaco, Yellow-throated Woodland- Warbler** and **White-starred Robin** amongst the species seen there.

Another hour's drive brought us to Lake Funduzi, a magical place that is steeped in Venda mythology and legend, the lake is the biggest naturally formed lake in South Africa. The water levels are very low, even so **Black Stork Little Grebe Spur-winged Goose Hamerkop** and **African Pied Wagtail** were some of the water birds seen. In the wetland area before the dam **Cisticola Levallant's** and **African Quailfinch** were recorded and a **Red-chested Flufftail** was heard calling in the middle of the day!

After lunch we set off to the Gundani Campsite which is situated close to the only known patch of Miombo (Brachystegia) woodland in South Africa. Miombo woodland is common in Zimbabwe and further north. A charming campsite has been opened at the woodland, funded by the Jensen Charity Foundation and facilitated by the birding route. The campsite will assist the community derive economic benefit from tourism, especially avi-tourism. The people who manage the campsite live in the village and are otherwise unemployed. All proceeds go directly into maintenance of the campsite and into a community fund. There are hot / cold showers, flush toilets, firewood for sale and 6 cleared tent sites.

After setting up camp and settling, a short walk was taken into the Miombo woodland **Bearded Scrub- Robin, Red-backed Mannikin, White-throated Robin-chat** and **Narina Trogon** were some of the birds seen

Day 3: Gundani and the Big Tree.

The next morning the group set out a 05h30 and were immediately rewarded with good views of **Pink-throated Twinspot**. Through the morning about 60 species were recorded including the first confirmed sightings of **Green Twinspot**, other species seen were **Ashy Flycatcher, Klaas's Cuckoo, Retz's Helmetshrike, Eastern Nicator Crowned Hornbill** and **Lesser Honeyguide**. **Black-breasted Snake-Eagle, Wahlbergs Eagle** and **Martial Eagle** were seen in the area around the camp.

At about 13h00 hours in about 40 degree Celsius heat, we visited some local craftsman and a small reserve that is home to a special 'magic tree' for the Venda people. From there we set off to the Big Tree, this is not only the biggest Baobab tree in the world, but also one of the few known roosting sites for **Mottled Spinetail** in South Africa.

We had reports that of the usual 300 Spinetails only one or two had been seen entering the tree in the past few days. Luck was on our side, of the three birds seen entering the tree that afternoon, one provided the group with great views as it circled the area before disappearing into the tree at high speed. A few other birds added to our trip list around the Big tree included **Red-headed Weaver, Grey Go-away-bird Namaqua Dove, Brown-hooded Kingfisher** and **Common Scimitarbill**

Day 4 Golwe Vhurivhuri campsite

Another early morning walk in the Miombo woodland added **Brown-crowned Tchagra, Emerald-spotted Wood- Dove Yellow-breasted Apalis Southern Black Tit Streaky-headed Seedeater Golden-tailed Woodpecker** and **Collared Sunbird** amongst others.

After packing up we headed off to Golwe Vhurivhuri campsite. After setting up camp and enjoying some traditional Venda dancing in the heat of the day, a short birding walk produced **Pink-throated Twinspot, Red-capped Robin-Chat, African Fire-Finch** and **African Goshawk**.



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Day 5 Golwe

The next morning we all up at 05h00 as a group of birders from Polokwane Bird Club had told us that at least 4 African Broadbill had been displaying in the camp at that time the last two mornings. Unfortunately it was very windy and overcast and no birds were calling, we tried to tempt the Broadbills into calling and got a response after about 5 minutes, the bird called in the canopy above us but no-one got views of it. After that all went quiet again, and we resigned ourselves that we had missed the Broadbill and left the camp for a bird walk up the valley. New birds that were seen included **Little Sparrowhawk** and **Scaly-throated Honeyguide**. On the way back to camp a small bird flashed across the path and landed in the open, the whole group had fantastic full sunlight views of a very confident **African Broadbill**. This was a perfect way to end off a great trip and after a great lunch and Shiluvuri Lake Side Lodge on the edge of the Alabisini dam we all headed off back to real life.

A total of 162 birds were recorded on the trip and various pentads were atlased along the way, with the following were listed as out of range At Gundani: Bearded Scrub, Robin, Pink Throated Twinspot, Green Twinspot, Ashy Flycatcher, Eastern Nicator, Red backed Mannikin, Rock Dove. At Golwe: Red capped Robin Chat, Little Sparrowhawk, Pink Throated Twinspot, Scaly throated Honeyguide, African Broadbill. This shows how under birded this area is Thanks to Niall Perrins for all the atlasing. I hope that this inspires others to get out into the unexplored areas of South Africa and get them atlased.

Special thanks to Glendower for making this event possible and for all the participants who put up with lots of dust and heat in deep rural Venda. If you are interested in taking part in a similar event in April next year please contact Ben de Boer on 083 294 1013 or ben@limpopobirding.com

READER ADVENTURE FEEDBACK #2

Gonarezhou National Park, Zimbabwe - 20 to 24 September 2007

Kobie & Annette Small – Toyota Hilux S/C 2.8D
Danie & Louise van Rensburg – Toyota Hilux D/C 3.0Kzte
Pierre & Christi de Wet – Colt Rodeo 2.8TD

Kobie suggested a short trip to Gonarezhou over the long weekend in September. A quick discussion about the route was held after which I drew one on T4A and loaded it on my Garmin GPS 5. We took a day's leave on the Friday prior to the weekend to have 4 full days available.

Left Pretoria at 17h30 on 20 September and arrived at 19h45 at Tibane lodge about 10km north of Potgietersrus. The camping site and ablutions are up to standard and situated in bushveld surroundings next to a small dam. There is a pool and in summer when all is green it will be a real nice spot even for a weekend. Cost was R80 for both of us for the night.

On Friday over Pietersburg and Giyani into Kruger at the Punda Maria Gate. SAN Parks had some awareness week running with free entrance to some parks so we saved money by entering the park for free. Filled the vehicles with diesel at Punda Camp and then on to the Pafuri border post where we had a hassle free entrance into Mozambique. We all obtained insurance for Moz from the AA before hand so only had to pay R17pp to enter. After about 2 km we turned left and crossed the dry Limpopo. It was only 15h30 but we found a beautiful site and decided to call it a day and setup camp. On T4A there are a few landmine hazard's indicated higher up so we did not know what to expect, this site was full of cattle tracks so we felt safe and was lucky to have no local interference.



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Next morning we left at around 8 and drove the 50-60 km to the Chiqualaquala/Sango border post with Zimbabwe. The road was in a reasonable condition with some slow going patches, also crossed the dry Nuanetsi River en-route.

The border post came as a surprise. Big, newly painted on the Moz side and quite efficient, open from 06h00 to 18h00 daily. On the Zim side only paint is required, otherwise it looks OK. Here we had to pay R140 for the 2.8L (max 3L) Colt plus R30 pp. A 4.2 (over 3L) like the Cruiser cost R270. No insurance for sale so again we entered Zim without insurance like last year at Pandamatenga. In future I will also get it from the AA in RSA but to obtain, vehicle registration papers is required which we did not have when the Moz insurance was bought. Had to report to the police who took vehicle particulars down and then tackled the app. 120km partly bad corrugated road to the north of Gonarezhou. Paid R140 for the weekly permit, R20 for the vehicle entrance and R160 (R40 pppn, 2 persons x 2 nights). Almost no visitors so we could choose where to camp but eventually found such a beautiful bush camp site that we slept both nights there. The Sunday we drove up and around the cliffs, did a riverbed track that was on the GPS but washed away and just enjoyed the park. Saw quite a few elephants and game but only heard a lion in a distance the first night.

Left the Monday morning and after a relaxed hassle free trip via Beitbridge arrived home at 20h00.

Colt performed well as usual and it was with a bit of sadness that I realized that our days together will soon come to an end. It took us to many wonderful places but the work on the Cruiser is almost complete. The Zimbabwean people are friendly as ever though the drought and economic climate is dampening their spirit. Stuff is run down everywhere but the infrastructure is there, if money becomes available they can get going far easily than the Mozambique guys who have a lot to rebuild.

Distance traveled was just over 1,700 km. Most of the route is fine for a 4x2 with some clearance but not in the park where numerous crossings of the Runde river was done as well as driving in the riverbed in soft sand. If you stay on the main tracks it will survive but movement will be limited.

ENTHUSIASTS MEETING FEEDBACK

Hallo Alan,

Baie dankie vir 'n fantastiese aand. Ek dink dit was baie leersaam. Dit is uitstekend om op hoogte gehou te word van nuwe produkte en om nie eens te praat van die straaltjies wat uitgedeel word nie. Verder is dit ook aangenaam om nuwe gesigte te leer ken.

Andries Krynauw.

READER REQUESTED INFORMATION ON BAVIAANS AREA AND TOWING

Answered by Christo Pietersen:

Frank - Glad to see you haven't sold the Xplorer after your last trip to Kgalagadi. Alan forwarded your request regarding towing through Baviaans to me some time ago and I must apologise for the late reply.

Yes – We have been through Baviaans with the Xplorer, twice in fact and the last time with some friends behind us also towing an Xplorer with a 110 Defender. We obviously did it in the Pajero. On both occasions we did it from Patensie to Willowmore and my experience would thus be only from that side. Traveling the other way round would change a lot of the relevance of my comments. Entering from this side you HAVE to stop at the Coffee shop on your right (TOLBOS if I remember correctly) for breakfast. They also serve as the local Info center and will be able to give you info on the latest road conditions.



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It is definitely doable. Remember that any vehicle coming uphill has right of way and just take it slow. Engage 4x4 LOW well in advance and stay in this gear until you have at least cleared the Grasnek pass. If you get traffic from behind pull over at the first comfortable place and let them pass, don't let yourself be hurried! Coming from Patensie the worst part is early in the conservation area (Not long after you went past the sign indicating that no normal caravans are allowed on the pass J). I would advise tyre pressure of about 1.2 front, 1.6 back and 1.6-1.8 on the Xplorer. This makes the ride a lot more comfortable and will help prevent tyre damage. Make sure everything inside the van is well fastened.

Although the pass is narrow at places there are more than enough gaps for traffic to pass each other. We once had to get past a guy with a BIG trailer and quads at one of the narrowest parts but still managed. Not having too much of a scare for heights helps a lot. Traveling this way I would advise that you start early and sleep over at either Doodsclip or Rooihoek. This may not seem like a long distance on the map but is full days driving. Remember to book well in advance as your booking will be your permit to enter the wildernis area. We stayed at Rooihoek(Campsite 1 and 2) and enjoyed the white sandy beach next to the river for some cooling down. Ablutions are basic long drop and there is no water except for the river. Beware of the monkeys and baboons (DO NOT FEED OR LEAVE FOOD OUTSIDE). When we were there they were still wild and did not bother us but were foraging in the trees every morning and afternoon. I would say 2 nights here are sufficient.

After our stay at Rooihoek we went to Doringkloof bush camp which is an EXCELENT camp with wonderful hospitality and great ablutions with proper toilets and hot showers after roughing it at Rooihoek. Travelling from Rooihoek this is also a good day's drive. Doringkraal is outside the 'proper' wilderness area and is situated on a farm. 2-3 days here is well spent and a visit to the nearby 'general dealer' farm shop is a culture shock for us city boys. You can also explore some other local farms etc while staying here.

Baviaans is a good test of you and your vehicles ability with wonderful unspoilt camping and views to die for. Do not rush your visit here and allow at least 3-5 days for the trip. Even more days would not be a waste. A lot of the farmers have opened their doors to travellers for stay over or just a cup of tea and their hospitality makes this trip a memorable experience. The last part of this trip to Willowmore is probably the boring part with flat dirt road where you can drive up to 80km/h the rest will probably be done at about 20-30km/h.

ENJOY

Go to my website for some photos

http://www.cats4x4.co.za/photo/index.cgi?mode=view&album=/3_baviaans_12_2004

and

http://www.cats4x4.co.za/photo/index.cgi?mode=view&album=/5_Skilpadtoer_12_2005

Christo Pietersen

www.cats4x4.co.za

READER ADVENTURE FEEDBACK #3

So what was the trip like? Ann says she will never go there again. In fact she says she is never going caravanning again. That may be a little harsh and she will probably change her mind later. But it was essentially a test of strength, I suppose. Strength of mind and of body.

When we hit the first bit of sand and the double middlemannetjie road between Tshabong and Mabuasehube, I exploded a loud and rude word saying that I could turn round right now and head off home. This was not my idea of fun! But we couldn't. The Hunters were behind us and very keen on the trip Neil was. He is keen on 4x4 trails and such like although he pretends not to be whereas I don't need that. I have had enough of it in my past. I want to explore new and



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beautiful places. Yes we saw new and beautiful places. But it was tough. We hit the area a few days before a massive cold front with night temperatures below -8Celsius. It was so cold that not only were all our water facilities frozen but the olive oil in a caravan cupboard was also frozen! We had taken a Mohair blanket and a "cool" duvet in case it got cold. If we had not been able to cuddle up and use a bit of symbiosis it would have been very very uncomfortable!

So how did it go?

About 10 km into the sand double middlemannetjie, we hit a spot of deeper stuff and, being unprepared, the Prado dug in and sat on the rear fuel tank guard and the Xplorer sat on the towbar. Frank got the shovel off the roof rack and dug as much as he could and we gave it our first try. No go. Frank dug some more and let more air out of the tires of Prado and Xplorer. Neil brought out his sand ladders. The rig advanced to the end of the sand ladders and stopped. Frank dug and dug! And puffed and puffed! We decided that the way out was for Neil to pull the Prado and Xplorer forward to the harder patches in front. The Hunter's Ultra is a very high Motorvan on a Land cruiser base. Neil's first attempt to cross over the middle mannetjie between the double middle mannetjie road left him stranded on the middlemannetjie! Stuck! Fortunately there was just that little bit of gravity enough to allow him to gun it in reverse and get back into the track we were travelling on. He reversed back and again forward with a frightening roll managed to cross over to the oncoming middlemannetjie track. He drove on up it and with another huge lurch, well controlled, managed to cross over in front of our rig and reversed back to connect with our tow rope. After that it was plain sailing. Frank had let down the Prado tires to about 1.5 bar and the Xplorer to 2.0 bar. After that there were no more problems the whole trip of being near to getting stuck.

So we got to the entrance gate about 5.00 pm on Thursday 17 May (17.00hr) with about 34 km to go to Khiding. We reached camp after sunset. But at least we were there. It took us about 2 hrs every time we had to set up or break camp. This became quite a problem as we camped at Kuruman for one night, Khiding for four nights, Monamodi for two nights, Lesholoago for two nights, Hotazel (what a misnomer!) for one night and Aliwal North for one night. And with every setup at night came a break camp in the morning!

Soon after setting up at Khiding, jackals started calling followed by hyaena. How exciting! This bodes well for our trip I said! Well we never heard another hyaena. We did hear some jackal and saw some but we did not hear a lion in all of our eight days (nights) in Botswana. Maybe, like us, the bitter cold put them off. Although we did meet one group of people who had to sleep in their double cab overnight at Matopi (between Nossob and Mabuasehube) because the roaring lions frightened them too much to allow sleep in their tents!

After setting up camp at Khiding and after the long day from Kuruman to there we were both looking forward to a hot shower. To our horror, our 80 litre water tank was empty! I had spent ages in Kuruman "filling" it with water from "die oog van Kuruman" in the caravan camp where we had overnighted. (Not a place to be recommended). We worked out that the nature of the caravan filler cap required the hose nozzle to be inserted deep into the filler point or nothing went into the tank. After that we had to fill up a jerry can at one of the park camps with water every time we passed and decant into the caravan on our return.. Khiding was not endowed with water. So night one saw us to bed unwashed. Next day we calculated that we could sacrifice one of our 3 x 25 litre jerry cans of Cintsa drinking water and use that can for collecting salty water from other camps. That allowed us to shower at midday. Actually 50 litres of drinking water was more than enough.

A good opportunity after each water decant to cool off after an enjoyable midday gin and tonic with cheese and tomato and rye bread lunch. Khiding afforded us the real "Wilderness" experience. A few Gemsbok came to kick up salts in the middle of the pan and a solitary springbok waited (also in the middle of the pan) for spring and the return of the breeding ewes!



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Hardly a bird. Hardly a noise. No people except us. No water. Nothing but Wilderness. In four days we saw nothing there. We went to other pans and didn't see much more.

Monamodi, where we went after 4 nights at Khiding, had an artificial waterhole where sandgrouse come each evening to drink. In the morning vultures came and now and then some other things probably also came but we didn't see them. Oh Neil and I came to test his tyre for a puncture. We could not find the leak and concluded that the low pressure must have allowed air to escape between tyre and rim. Monamodi and Leshoalogo had cold showers but, being so cold by this time no one tried them.

Leshoalogo also had an artificial water hole. It was the best of the three pans we stayed at. It had more ambience but not much more game. Some bat eared foxes, kudu, springbok, gemsbok and hartebeest at various times. And some crimson breasted shrikes.

Leaving Leshoalogo on Friday we made it to "Oppiekoppie" near Hotazel at sunset. We didn't put up anything except opened up our chairs but still did not manage to leave next morning before 9am because we still had to wash up the dishes from the night before and make tea for the day etc.

We got to Aliwal North after sunset. Looking all the way from Smithfield for places to camp found nothing before Aliwal Spa. Booked in and rode around looking for a place to park. Glanced in at the toilets with creaking doors and banging doors and broken windows. Deserted. Huge infrastructure. Run down. Wasted. We put our tails between our legs and ran for it. Got R50 back of our R80 camp fees. Write a letter said the shiering guard in his black overcoat. Went to the Spa hotel and Pink Lady Restuarant. Decidely used! Parked in the back yard and after a fillet steak each woke every couple of hours to shine a light on the spare tyre on the roof rack. Still there. Lights pack up at 4am. Bath in the light of our headlamps. No air at the garage to reflate the Prado tyres we have to go all the way to Queenstown to check them properly! The filling station at Rouxville is surrounded by earthworks.

So nice to be back at Cintsa! Neither of us can answer why we ever go away!
Frank Merryweather

Feedback from Association of All Wheel Drive Clubs

SOME GENERAL SNIPPETS:

The AAWDC Cape Branch held their inaugural meeting on the 5 September 2007. Around 10/12 Clubs were present, with apologies from a further three. Next meeting to be held on 17 October – JJ will draw up a "Regional Guidelines" document. All comments or ideas for inclusion into the document need to be forwarded to JJ.

The AAWDC has been involved in a few projects this year, with things like NOW and the new website. JJ proposed that we start putting together the framework for the 2008 Strategy session. No objections – JJ to start compiling document.

NOW:

A lot of communication has been going out, inviting people to register for the NOW public consultation process. The AAWDC will register on behalf of the Clubs that it represents.

DRIVER TRAINING:

The first of the Assessor Training courses has been held and it is important to realise that from the date of handing the Portfolio to being registered as an Assessor can take anything from two to



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eight months. JJ suggested that the Focus group use this time to put together a strategy on the way forward. SK to organise a meeting, for the Focus Group to plan a "what next strategy".

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January 2007

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Rancho's first option for the Wrangler JK is the **Long-Arm Rockcrawler system** (p/n RS6508B), engineered for high articulation and increased ground clearance required in demanding off-road adventures. The Rockcrawler system includes an all-new, exclusive Rancho design: self-lubricating spherical composite rod-ends that deliver enhanced off-road performance and improved ride quality.

The Rancho Rockcrawler edition is compatible with optional competition grade coil springs for vehicles running at maximum GVW. The new Rancho system also includes a front and rear track bar relocation bracket and heavy duty, quick-disconnect front sway-bar end links to deliver a zero-bind steering envelope and a forged pitman arm that allows for optimal steering geometry and minimized bump steer.

Rancho's second option for the new Jeep Wrangler JK is the new **Sport system** (p/n RS6507B). Designed for quick and easy installation, the Rancho Sport system offers a high-clearance drop bracket design that requires no cutting or welding during installation. This system also includes a front and rear track bar relocation bracket and a forged pitman arm. This system also is fully compatible with the competition-grade coil-springs.

For more information on the new Rancho Wrangler JK systems or other Rancho products, contact your local LA Sport Dealer <http://www.lasport.co.za/contact.htm>



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NEW!

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The WARN Rock Crawler Bumper is constructed from heavy 3/16" and 1/4" steel, and is CNC formed and robotically welded. The bumper features tapered ends for an increased approach angle; welded eyelets to mount D-shackles, for increased recovery options, and round light ports. For added vehicle protection, there's an optional front Grille Guard Tube.

To top it off, a black powder-coated wrinkle finish provides good looks and outstanding durability. Warn Rock Crawler Bumpers are now available from your local LA Sport Dealer. Contact details available on <http://www.lasport.co.za/contact.htm>

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Once you have assessed that traction has been lost - stop spinning the wheels, engage the hand brake and fit The Tyre Takkie® to the exposed section of the drive wheels. This is done by threading the strap through the hand holes, buckling and and tightening the unit onto the tread area of the tyre. Pull the strap down as tightly as you can. Avoid the the hand hole that has the valve as the valve could be damaged during rotation.

Important note: Engage low range 4WD and commence recovery. If possible, avoid high revolution extraction as this could cause The Tyre Takkie® to dig down as opposed to "claw forward", especially in soft sand. If you have a diesel vehicle try to idle out of your situation.

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SAFARI PROGRAM FOR 2007

Chobe, Vic Falls and Tiger Fishing at Kabula Tiger Lodge (Zambezi).

22-30 September 2007.

Liuwa Plains Wildebeest Migration-Western Zambia.

4-17 November 2007.

Liuwa Plains, Kafue National Park and Victoria Falls (Zambia).

21 October 2007-4 November 2007.

Luanga Valley (Zambia), Malawi and Mozambique.

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(January 2007)

Training Courses for 2007

Please email a BLANK email with the course title in the subject line, to be notified of industry leading courses to be presented in the Centurion Area this year, at competitive pricing. The club is running these as a service to this newsletter reader. EVERYONE WELCOME.

2007 COURSES

4x4 Offroad Adventure Club, the leader in value added training for the outdoor industry in Gauteng since 2003, has joined forces with Echo 4x4, a leading 4x4 trailer manufacturer, fitment centre and retail outlet in 2007, to present a range of value add courses for their members, outdoor enthusiasts and the industry at large. At the modern venue at the Echo 4x4 Centre in Centurion, enthusiasts will be able to participate in the following courses (potential) this year:

Available, confirmed and advertised training dates (contact us for details if you have not received these invites)! BOOK NOW!!!!



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GPS Course – 17/18 November – Full again
Level 1 First Aid Course – 1-2 December
LAST GPS Course 2007 – 1-2 December

Watch the newsletter and direct mail shots for further details and the program once it has been released. Tell your friends. Send email to 4x4offroad@mweb.co.za

The Dusty Way – Club Trips, Reports & Feedbacks

MEMBER COMMS AFTER A SERIOUS RECOVERY EXERCISE DURING THE GPS CHALLENGE

Alan,

Thanks again for your assistance on Saturday, words cannot say how thankful we were. You were the first and ONLY person who I could think of at that moment that would come and help us, and you did without any hesitation although you had a lot of other responsibilities on Saturday.

This is what so great about this club, well you, you are always thinking of other people and see were you can help, not like those other idiots, the spectators who just watched. I know the one beer is by far not enough to thank you, however you can be assure that I will assist and help you any day you call me, so keep my number on your phone and phone me when or where ever I can be of any help.

Thanx,
Peet & Lynette Koekemoer

BRIDGESTONE COMPETITION #9 – HOSTED BY CLUB

The 9th and penultimate leg of the Bridgestone Challenge was hosted by the Gauteng based 4x4 Offroad Adventure Club. And given the nature of the club, the event was truly going to be an adventure, as the organizers decided to host the event....at night.

Labeled as the Urban Jungle Safari, competitors were warned to be 'Safari' ready, which already alluded that things were not going to be normal, as per the competition to date. Except for the dark, they were sure to be faced by some other daunting tasks. And the arrived en mass, just before the initial starting time. It was noted that vehicles suddenly had extra lights, recovery equipment and many more items not normally seen at the previous heats. The 'teasers' had worked. There was nervousness in the air.

The hosting club put on a splendid potjiekos dinner made by the infamous cook, tour guide and offroad legends Alex and Alta Smit, which was enjoyed by all. As the sun began to set in the West, the Bridgestone and Centurion Autoquip Sponsorship Team did the scruteneering and competitors waited for the final go ahead to venture into the 4 designated zones, for an evening of expected fun, in unknown terrain. The faces at the drivers briefing said it all. The unexpected was expected and the fear of the dark was real.

With a mix of teams into safari convoys, teams were now dispatched into different areas of the Scorpion Training Academy on the R55's farm, with each obstacle being in a circular loop from the previous. Well disciplined, fun loving marshals the 4x4 Offroad Adventure Club managed each obstacle with care and enthusiasm, which added to the adventure. Each participant was thoroughly briefed at the entrance to each obstacle, with a twisted tale story to make it a real life situation. These included....*You have your trailer hitched and you are now being stormed by a*



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raging elephant bull. Reverse through this obstacle..... Frightening stuff when you think that a grade 3 obstacle becomes a natural grade 4-5 obstacle in the pitch darkness.

Zone 1 constituted obstacles such as the driving having to navigate a steep side slope entry into a donga, and continue traversing the donga which keeps changing its side slope angle, while the navigator does game spotting (real life size cut outs placed in the bush), without stopping. Then competitors tackled a fire extinguisher obstacle, followed by night tent erection against the clock and finally into the trailer reversing obstacle through a serious obstacle. Sounds easy, come out one weekend and we'll convince you it ain't!

Onto Zone 2, and competitors were challenged by a totally blacked out challenge using a GPS to find 5 designated points (buried pipes hosting unique numbers lit slightly by glow sticks), and the only light being that of the GPS unit! The terrain was not very accommodating, but it was a great lesson for all. Be prepared. Coming back to base, they all thought it was over, until Mr GPS, Kevin Bolton, gave them a bearing reading exercise in the dark, with a compass.

As the night progressed, the valley got darker and the competition stiffer. Competitors were fed from one Zone to the next by a central marshal, so as to keep the event from slowing down. At Zone 3, competitors were told to drive a level 1 training track, with some difficult obstacles thrown in, which could be fatal at night. Large uphill humps, with turning tracks on the descent, log bridges, water obstacles and side slopes all kept the tense lines across the faces of the competitors. The clue at this obstacle was simply – Drive the 1km track at a designated speed, and your time will be measured against the designated time for the event. This saw some funny delivery by some speedsters and some accurate driving by others. The time to deliver was 7.5 minutes!

Onto Zone 4, competitors were faced by more serious challenges. The first obstacle being a tricky, rocky hill crossing, with a long approach and a steep incline, where driving lines being critical. The mount of thuds were proof that drivers did not read the lines correct line. However, no serious damage was incurred by any vehicle – just a rude awakening to some.

After the descent, drivers stopped at the next obstacle which required both driver and navigator shooting at small metal targets in torch light, with a high powered air gun. It was amazing how most of the woman out performed the men at this obstacle. From here it was on to the next obstacle, which required a single attempt at a tyre repair in the dark, with the aid of a headlamp only. Eish, this one proved tough for some!

On to a tight banner tape section between the trees, which sorted the bigger vehicles from the smaller ones. The trees were cut unevenly, so navigators had to watch all around, which in its own rights was a serious challenge. Coming out of the trees, the vehicles arrived at the next challenge.

At this obstacle, the drivers were informed that they had been injured and were unable to drive any further. The navigators had to now take over and drive a timed event, through two donga's, and then a steep drop off into a dry dam, through a banner taped section and up a steep slope again on the opposite side. This certainly sorted the sheep from the wool! It is amazing how partners and navigators who never drive the vehicle can screw up a fairly simple instruction in the dark – drive! This obstacle was enjoyed tremendously by most.

From here, the competitors were forced to drive a serious side slope in the dark – a fearful experience for most in the light! And then onto the final obstacle, which was a reversing obstacle through a tree section on seriously unlevelled terrain.



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With most teams returning to base at approximately 1am, they were treated to a very appreciated hotdog and coffee, and the final scores tallied. More great prizes from Bridgestone and the 4x4 Offroad Adventure Club saw the teams give a great applause for a great, yet very different event. It was sincerely enjoyed by all.

The Bridgestone Challenge only has 1 more event left, is guaranteed to sort the top 6 teams, who are extremely close on points, from one another. We will report back on it later this year.

For more information on the 2008 Bridgestone Challenge, contact Johan Mostert on 4x4@bridgestone.co.za

KGALAGADI LONG HAUL TRIP

Members of the 4x4 Offroad Adventure Club decided to tackle the South African side of the infamous Transfrontier NP, as we have visited the Botswana side several times, and have only used the park as an entrance or exit for this reason. The planning obviously started a year prior, as getting a booking is virtually impossible, for such a large group, although camp sites are always indicated as full, and experience shows otherwise. Booking electricity sites is also a bit farcical, as every camper just hijacks the nearest point with long leads reflecting those potentially stolen from Eskom with winches in the dark of the night.

The morning to leave came after numerous emails and final organisation memorandums flowing between participants. It was early. Very early indeed, but as the 'Chilli Pants' was leading this trip (we hate the word Kamp Kommandant – it belongs to the caravan fraternity – but everybody knows the Chilli Pants), everybody was on time, fuelled and ready to go. A last cuppa from the Sasol Garage's on tap coffee machine, and we headed towards Upington. The driver briefing dealt with the dangers of the road and oncoming trucks, at these early hours of the morning.

As most participants were towing, a steady pace was held up front. Alan called for information from the rear on a constant basis, as it was on this trip that we were also to test a converted Jurgens Caravan, for offroad durability. This was a request from Kempton Caravans, the guys who have tackled this challenge. Knowing the terrain, we sure were going to test this luxury item to its fullest.

Well, nothing to report on the long road to Upington. Drive, drive drive. Our breakfast stop was at the Vryburg petrol stop, opposite the Truck Stop, and at this stage Alan handed out the trip booklet and trip T Shirts. Quiet fitting, they blazed the Springbok as emblem, quiet fitting given the success of the Springboks at the World Cup – we had a feeling.....

Finally we arrived 35 km's outside of Upington, at a camp site we are regularly using now called Uizip. Here we spread out on lush green grass (no Jonathan was not involved) and set up a tight pack down as we were leaving early the next morning. As the sun set, a casual get to know each other braai was held and then it was off to bed. Marius Schoeman and some of the kids did manage to get a swim in the Orange River before dinner.

An early rise saw the convoy move to Upington for final shopping, refuel and once collected at the infamous Museum, we headed along the long road to Askham. First off though, we celebrated Marius Schoeman's birthday as a group, with a small gift being handed over. Then we hit the road. At this stage, the radio started coming alive with questions and statements about the environment, the encroaching dunes, social weaver nests etc. We took the turn off just passed Askham towards the park and enjoyed the tar section until we hit the road works. Here the multiple roads created outside of the actual 'bypass' saw much dust, corrugation, shake, rattle and luckily no roll. It was hideous. Between all of this again, we had to watch out for graders scraping the road (makes no difference), farmers in bakkies, drilling rigs behind tractors and of course, our famous walk about animals. Finally, the gate to the KNP arose out of the dust. White



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knuckled, we stopped and inspected our vehicles. Marius Schoeman's protector plate came loose, and Alan checked out the caravan inside...and to all of our amazement – no damage – but it is a normal caravan – or is it?

Alan arranged the necessary gate entry procedures and then led the group to the Reception. From here, the group hit the Twee Rivieren Camp Site and settled down for an overnight stop. It was hot and very soon, the kids (there was a whole hoard of them) found the swimming pool, and the parents breathed a sigh of relief. Some sitting time. Fires were lit, some families did a quick game drive before sunset and finally one could see that the City had stayed behind and the bush was starting to take over. The camp site was neat and clean, the ablutions great and a serene atmosphere crept in as darkness approached. The shop was fully kitted and money was well spent there.

Allowing for a small sleep in, Chilli Pants had us all up and ready to tackle the long slow, corrugated sand road to Mata Mata. We had an early start so as not to rush the trip, and enjoy the animal sightings as well. The convoy also spread out, so as to accommodate the dust and other traffic. Once again, the roads were terrible, and I mean really terrible, and the test caravan was taking a pounding. Wonder what the result would be on the other side.

On the route much game was spotted and in the 3 loops closest to Mata Mata, a lion was spotted, which obviously got the adrenalin going. Based on the heat, everybody tried to secure a shady tree spot in the desolate Mata Mata Camp Site, and arriving nearly last, Alan and Jonathan Owen decided to brave the heat for a fence site, overlooking the waterhole. The Mata Mata camp site has all the basic amenities including a sparkling green swimming pool which did not deter the kids. The mixture of 'brak' water and chlorine does not facilitate a bright blue pool. A basic shop with the necessary items is available during pre-set hours, and petrol is also available here. What could have been a peaceful stay of 4 nights and 5 days, turned out to be a constant drone in camp, as the authorities were finishing off the new border crossing facilities on the SA and Namibian side of the fence. As of 12 October 2007, this gate is now open for legal entry into Namibia, which makes a great new circular route available to travellers.

The next 4 days were spent with the group splitting into smaller units and day drives the order of action. Once we spotted the lions, a lot of time was spent in the circular loops on a daily basis. Some chilled at camp, others slept, swam or read, and others drove. At the end of everyday, a cold frostie was enjoyed around the fire. Some close encounters with these lions were experienced over these days, with some stunning photographs taken by all.

On the evening of the SA National Braai Day, Alan led the group into a competition, which had to be 'eg Suid Afrikaans'. Each family prepared their braai meal for the evening, and had to present it to Alan for final judging. Bribery and corruption did take place they say. After some serious cooking and decorating, presentation was made and much fun and laughter was had by all. Ultimately, it came down to who was the 'Liefeling' on the evening (a true African dinner, with associated presentation and the very brief 'lull' of the favourite Loftus serenade in the background – after all, music is taboo on our trips. All fitting though, and the Booyens family walked away with first prize! Well done.

Well, a few more days of game viewing, a long day drive to the Nossob River and back and plenty of visits, saw us view more game and even afforded us the privilege of spotting a honey badger doing his thing. Stunning. We even visited Nossob Camp on this day and spent a brief lunch under a large tree behind the reception building. On this leg we were once again lucky to see lion in one of the large loops just before the camp.

Amazing how quick 4 nights pass, and on the return leg, the group split up. Some vehicles returned the traditional route and the Goodway, Bredenkamp and Owen families took the Nossob



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loop, as Alan wanted to get more horrible corrugation kilometres under the wheels of the test caravan, which had so far proved to be an absolute star.

After a brief stop at the last picnic and ablution facilities this group was notified by other sight seeing campers that a large pride of lions lay up ahead. What a sight this was. The pride consisted of over 12 lions, with the large dominant male lying on the other side of the road half way up a dune. Stunning. To further add to this excitement, we encountered a Leopard a mere 13 km's from Twee Rivieren, with a cub, strutting its stuff in the late afternoon sun. It is always the highlight of any trip to view an animal of this stature. Much time was spent jockeying for position with other vehicles (some people just don't seem to care for others in a situation like this!), but with our caravan and trailers in tow, we snookered them a few times!

Back at Twee Rivieren, we set up camp for the last time and had a good social the evening. Once again, the second last day was an early rise, as we had to tackle the 40km of severe corrugation and dust again, as well as get Terry Skeggs to Upington to repair a leaking tyre. His spare had also developed a large bubble during the holiday, so we were rather cautious. On the way, we stopped and bought curios from the Bushmen village en route from the Twee Rivieren Gate to Askham. The group nearly depleted the stocks, so intense was the procurement actions.

Once we had sorted the tyre, shopped for lunch and visited the dried fruit shop behind the museum, fully fuelled the convoy left for our last nights stop at Boereplaas Resort outside Vryburg. This was an extremely long haul, but it killed the kilo's to Pretoria. We drove back into rain storms and the evidence that a lot of rain had fallen closer to home, than what we had realised.

Boereplaas was not great at all, with a dirty camp site, the added element of a wet and soggy rain site, terrible ablutions and thumping music coming from the poolside area, which is adjacent to the camp site. Adding to this was the thumping of day campers music from their boot, while they braaied in the day campers area, which is basically part of the caravan park. A wedding reception in an adjacent hall, saw the bride and groom arrive on the back of a Land Cruiser bakkie! Funnily enough, the reception did not bother us at all – what was worse was the owners charging up and down on a quad bike while servicing the reception's catering needs etc. All in all a helluva night for a bunch of tired, peace and quiet loving nature lovers who just extracted from the Kgalagadi. We will not go back to this venue again!

With a leisurely rise and a sojourn to the local Wimpy for the early risers, we refuelled, regrouped and headed for Pretoria. With a much shorter journey on the day, we finally stopped just outside of Krugersdorp, said our goodbyes and headed home, for the moms to wash one weeks of dusty, sweaty and filthy clothing. Great!

All in all, an excellent trip. Animal sightings by the group included the varying tree and whistling rats, scorpions, cape hare, eland, giraffe (plenty), duiker, honey badger, African wild cat, black-backed jackal, blue wildebeest, brown hyena, gemsbok, ground squirrel, kudu, leopard, lion, roo-hartebeest, mongoose, ostrich, springhare, suricate, springbok and steenbok. The birders spotted many species, and we did a near daily check on a stunning pair of breeding owls close to the camp.

Another exceptional 4x4 Offroad Adventure tour had ended! And another 8 families tightened the friendship bond within the club. Well done to all the kids who were impeccable throughout the tour and spent many hours together with no issues.

Hi Alan

All my family can say "WHAT A GREAT WEEK NEVER TO BE FORGOTTEN" We would like to thank you (and the club) for the great experience.



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Regards

Andre, Denise, Browyn and Claudia.

Hi Alan,

Sorry i haven't mailed before now but my feet haven't touched the ground since our return. Many thanks for a great week, to a fantastic place and for the information and assistance you freely gave. A BIG THANK YOU from us both,
Kind regards Terry & Chris

Hi Alan,

Just a short note from us to thank you and your family for a wonderful trip to Kgalagadi – Sean and I both thoroughly enjoyed the pace, scenery and the company. Those roads 'tho – eish – at least they have shown my vehicle is mostly well assembled – minimal rattles still evident after that six days of bone shaking sand road corrugations. At least they are progressing with the tar road from Askam to Twee Rivieren!

*In summary, a great trip, another group of good friends made and another part of our wonderful country visited and appreciated. Even saw a lesser spotted leopard thanks to Derrick!
Jonathan Owen*

SWARTHOEK 4x4 DAY TRIP

Swarthoek 4x4, 14 October 2007 (Group Two)

At 07:45, Morné led the second group of 10 vehicles (one more was to join the convoy later) out of the Sasol Garage parking lot, heading toward Swathoek 4x4 Trail. Everyone was relaxed and the drive there, through Brits, was slow and easy, with the 11th vehicle joining the convoy just before the farm, with no incidents; except for Morné, who missed the turn-off to the farm!

At the main residence, after Morné met with our guides for the day (the farmers son, daughter and her husband, Leon in his Hilux), everyone was given a chance to use the facilities and made their way to the main camp, where we deflated tyres and fell in behind our guides.

We were to start with the river section and from there move up the mountain. The recent heavy rains were visible everywhere in the form of fallen trees, washed-out dongas and obvious run-offs to the river. The going through the dense trees alongside the river was slow and the convoy had to stop on more than one occasion, for our guides to remove broken branches obstructing the path and the occasional road building around the bigger trees, lying in the track.

The only real big obstacle on the river track, in the form of a steep decline, followed almost immediately by a very steep incline, followed immediately again by a steep decline, was successfully negotiated by all, with some of the vehicles needing a second try getting up the incline. The sun was starting to really come out and the humidity and intense concentration getting through the dense trees was taking its toll and once everyone was through the river section, Morné called a lunch-stop, amongst some Sekelbos trees; the last patch of shade before tackling the mountain trail.

After an hour lunch-stop, time were running out due to all the road building on the river section and two of the members unfortunately had to take the escape route, back to other commitments. Going up the mountain was slow with the occasional bumpy patch, but with no real challenging obstacles. Once on top, we stopped at the old mine, where everyone enjoyed the magnificent views from the mountain, our guide explaining the working of the mine ruins. We could see Alan's group down below, winding their way through the trees alongside the river, having it easy on the newly cleared tracks! It was not long for the sun to drive everyone back to their vehicles and we started making our way down the mountain again.



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Shortly after arriving back at the main camp, Alan and his group joined us. Alan thanked the farmer, his son-in-law, Morné and everyone participating for an enjoyable day and pledged to return.

The Swarthouk 4x4 Trail is one of the newer trails, offering exceptional scenery, driving through the thick foliage alongside the river and some stunning views from the top of the mountain. It is highly recommended for the less experienced driver, but also for anyone seeking a very relaxed day outing.

Hi Alan, we enjoyed the trip in the bosveld, thanks.

Regards,

Floris van der Walt

Thank you for an amazing day and for a great unbelievable venue. I recon we need to do that farm again but make it a weekend trip.

Wayne Coombe-Heath

WELL WISHES

Alan, Charmaine en gesin, (en klub lede)

Nogmaals baie dankie vir die beterskap wense en die geskenkpakkie. Dit word opreg waardeer.

Dit is absoluut 'n voorreg om deel van jul klub te wees.

Groete

Jan Swanepoel

TWINNING BRADDEN 4X4 CLUB IN TASMANIA

We have made contact with a great club in Tasmania Australia and have set up "sister" status with them. This means that if they venture to South Africa they will be guest members here and they will join us on outings, etc. and visa versa.

Have a look at their website <http://www.braddon4wd.asn.au:80/>

We are busy talking to a number of 4x4 clubs in many different countries to set up similar relationships and believe that this will mean that your visit to another country will be a lot more fun and exciting as well as creating opportunities for new friendships. Once this is set up we will look at the possibility of a 4x4 Offroad Adventure Club visit to do some international 4x4'ing.

The Trading Post – Swop, Sell or Buy

ECHO CHOBE CAMPER VAN FOR SALE

2004 Echo Chobe Camper Van

4 Berth

Extra cupboard inside

Extra mounted tread plate cabinet with gas shower unit

Extra PVC cover for Chobe

Brand new Bridgestone Dueler tyres (3) – will ship with 4th spare

External shower tent

Extra windows at 1 bed

All standard features such as water tanks & automated system, gas system, battery etc. included

Cutlery & Crockery included with a few extras

Has awnings (L Shape)

Stone guard net included

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1 Gas bottle included
Free lesson to your spouse to pitch Chobe by Charmaine!

Serviced, washed and polished – ready to go! New models sells for R123 000! Offer to newsletter readers for only **R79 000 onco**. (Was R85000!)

URGENT SALE! EXCELLENT PRODUCT – OWNER UPGRADING TO CARAVAN

Alan Goodway - 4x4offroad@mweb.co.za / 082 603 8321

TRAILER FOR SALE - 2007 Challenger (Bundu)

Axel: 2 ton blades with shocks

Colour: White plus

Wheels: 15 inch plus spare

Additional:

- Rooftop Echo with side room and verandah on three sides
- Electrical system: 220 volt plus 12 volt option
- Echo battery charger
- Two plastic Jerry cans mounted
- Table slot for camping table
- Customized double drawer system
- Cutlery slots
- Cutlery: Glasses, wine glasses, side plates, plates, porridge/pudding bowls
- Carvery set (hanging)

Price: R55 000 - Original purchase price July 2007: R79 000
Reason for sale: Off-road caravan purchased to save marriage
For further enquiries kindly e-mail to Abrie at abrieb@iafrica.com.

ANOTHER TRAILER FOR SALE

Venter Bushbaby trailer (Beige) R30000.00 Barely used.

Fully rubberised internally. Up- rated suspension with Landrover Defender mags. 235/85R-16C Conti's including spare. New dome tent plus other camping gear also for sale.

Contact Nigel Wilshire 082-4484298

011-8961952 (AH)

wilshirs@icon.co.za

TYRES FOR SALE

4 x Continental WorldContact 4x4

245x70 R16

Done 1500km

R3000

Morné

082 494 8726

2001 COLT RODEO 2.8DT D/CAB 4X4 EXTREME, SILVER

134 000 km, full service history (JB's Auto). Excellent condition.

Aircon, radio/cd, electric windows, leather seats, diff lock.

Cooper ST 31 x 10,5 Tyres, done +/- 10 000Km's

Extras:

Andy Cab canopy

Dual battery system with 3 x Hella powerpoints in loadbox.

Brad Harrison powerpoint on rear bumper for charging battery in trailer.

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2nd Sparewheel carrier.
High lift jack points front & rear.
Antenna & wiring for 29Mhz radio.
Roofrack for rooftop tent.
Gremeltec Air Helper springs on rear axle.
Price: R130 000,00
Contact Johan Kruger @ 083 777 0120 (Cape Town)

ISUZU KB320 LX 1999 MODEL D/C V6 4x4

STANDARD EQUIPMENT:

- air conditioner, electric windows
- central locking, alarm, immobilizer
- radio and cd shuttle, powersteering
- rear diff lock
- coopers st tyres 245/75 r16(5)

Extras:

- front and rear bumpers with hi-jack points
- beekman canopy with aluminium side windows
- aluminium roofrack
- oldman emu rear springs
- ironman shockabsorbers & torsionbars
- stainless steel petroltank(100lt) in loadbin
- stainless steel watertank(64lt) in loadbin
- dastek unichip
- firestone ride rite airhelper springs
- stainless steel free-flow exhaust
- dual battery system with 2 batteries
- side steps
- side awning
- packing system (home made / removable)
- 29mhz dragon radio
- additional hella powerpoints in loadbin
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EXCELLENT VALUE FOR MONEY

131 000kms

R105 000

DEON 083 6472619 (Cape Town)

This vehicle has been fitted with a new chassis by Burnco on 7/09/2007 and the workmanship carries a 3 year guarantee.

LANDROVER DEFENDER 90 TD5

2001 MODEL

FSH with Landrover (all invoices and service history) intact

130,000 km

White

Extras Additional Diesel Tank

Brand new BF Tyres (1000km)

Price R125,000

Reason for selling (Lady bought a LR 130)

LIANA STELTMAN

Mobile:083 288 4488 (Cape Town)



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WANTED!!!!

Hi Alan,

I am with Frans in the satellite phone business, and he recommended I contact you. I am shopping around (cash) for a low km Toyota 4X4, (diesel), maybe you know of any around?
Regards Renier

Renier Balt
Cell: +27(0)82-4607069

Flat Wheel – Light Relief

AMAZINGLY SIMPLE HOME REMEDIES

1. If you are choking on an ice cube simply pour a cup of boiling water down your throat. Presto! The blockage will instantly remove itself.
2. Avoid cutting yourself slicing vegetables by getting someone else to hold while you chop.
3. Avoid arguments with the Mrs. about lifting the toilet seat by using the sink.
4. For high blood pressure sufferers: simply cut yourself and bleed for a few minutes, thus reducing the pressure in your veins. Remember to use a timer.
5. A mouse trap, placed on top of your alarm clock, will prevent you from rolling over and going back to sleep after you hit the snooze button.
6. If you have a bad cough, take a large dose of laxatives, then you will be afraid to cough.
7. You only need two tools in life - WD-40 and Duct Tape. If it doesn't move and should, use the WD-40. If it shouldn't move and does, use the duct tape.
8. Remember: Everyone seems normal until you get to know them.

Daily Thought: SOME PEOPLE ARE LIKE SLINKIES. NOT REALLY GOOD FOR ANYTHING BUT THEY BRING A SMILE TO YOUR FACE WHEN PUSHED DOWN THE STAIRS

25 REASONS I OWE MY MOTHER

1. My mother taught me TO APPRECIATE A JOB WELL DONE. "If you're going to kill each other, do it outside. I just finished cleaning."
2. My mother taught me RELIGION. "You better pray that will come out of the carpet."
3. My mother taught me about TIME TRAVEL. "If you don't straighten up, I'm going to knock you into the middle of next week!"
4. My mother taught me LOGIC." Because I said so, that's why."
5. My mother taught me MORE LOGIC."If you fall out of that swing and break your neck, you're not going to the store with me."
6. My mother taught me FORESIGHT."Make sure you wear clean underwear, in case you're in an accident."
7. My mother taught me IRONY. "Keep crying, and I'll give you something to cry about."
8. My mother taught me about the science of OSMOSIS. "Shut your mouth and eat your supper."
9. My mother taught me about CONTORTIONISM. "Will you look at that dirt on the back of your neck!"
10. My mother taught me about STAMINA."You'll sit there until all that spinach is gone."
11. My mother taught me about WEATHER. "This room of yours looks as if a tornado went through it."
12. My mother taught me about HYPOCRISY. "If I told you once, I've told you a million times. Don't exaggerate!"
13. My mother taught me the CIRCLE OF LIFE."I brought you into this world, and I can take you out."
14. My mother taught me about BEHAVIOR MODIFICATION. "Stop acting like your father!"



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15. My mother taught me about ENVY. "There are millions of less fortunate children in this world who don't have wonderful parents like you do."
16. My mother taught me about ANTICIPATION. "Just wait until we get home."
17. My mother taught me about RECEIVING. "You are going to get it when you get home!"
18. My mother taught me MEDICAL SCIENCE. "If you don't stop crossing your eyes, they are going to freeze that way."
19. My mother taught me ESP. "Put your sweater on; don't you think I know when you are cold?"
20. My mother taught me HUMOR. "When that lawn mower cuts off your toes, don't come running to me."
21. My mother taught me HOW TO BECOME AN ADULT. "If you don't eat your vegetables, you'll never grow up."
22. My mother taught me GENETICS. "You're just like your father."
23. My mother taught me about my ROOTS. "Shut that door behind you. Do you think you were born in a barn?"
24. My mother taught me WISDOM. "When you get to be my age, you'll understand."
25. And my favorite: My mother taught me about JUSTICE. "One day you'll have kids, and I hope they turn out just like you."

ALWAYS WEAR CLEAN UNDIES!

Underwear IS important. Always wear clean underwear in public, especially when working under your vehicle...

From the Northwest Florida Daily News comes this story of a Crestview couple who drove their car to Wal-Mart, only to have their car break down in the parking lot.

The man told his wife to carry on with the shopping while he fixed the car in the lot. The wife returned later to see a small group of people near the car. On closer inspection, she saw a pair of male legs protruding from under the chassis. Although the man was in shorts, his lack of underpants turned private parts into glaringly public ones.

Unable to stand the embarrassment, she dutifully stepped forward, quickly put her hand UP his shorts, and tucked everything back into place. On regaining her feet, she looked across the hood and found herself staring at her husband who was standing idly by.

The mechanic, however, had to have three stitches in his forehead

THE BOERE COMPUTER DICTIONARY

Monitor	Keeping an eye on the braai
Download	Get the firewood off the bakkie
Hard drive	Trip back home without any cold beer
Keyboard	Where you hang the bakkie and bike keys
Window	What you shut when it's cold
Screen	What you shut in the mosquito season
Byte	What mosquitoes do
Bit	What mosquitoes did
Mega Byte	What mosquitoes at the lake do
Chip	A bar snack
Micro Chip	What's left in the bag after you have eaten the chips
Modem	What you did to the lawns



Supported by:

NOVEMBER 2007

Dot Matrix

Laptop

Software

Hardware

Mouse

Mainframe

Web

Web Site

Cursor

Search Engine

Yahoo

Upgrade

Server

Mail Server

User

Network

Internet

Netscape

Online

Off Line

Oom Jan Matrix's wife

Where the cat sleeps

Plastic knives and forks you get at KFC

Real stainless steel knives and forks from Checkers

What eats the grain in the shed

What holds the shed up

What spiders make

The shed (or under the verandah)

The old bloke what swears a lot

What you do when the bakkie won't go

What you say when the bakkie does go

A steep hill

The person at the pub what brings out the lunch

The bloke at the pub what brings out the lunch

The neighbour what keeps borrowing things

When you have to repair your fishing net

Complicated fish net repair method

When fish maneuvers out of reach of net

When you get the laundry hung out

When the pegs don't hold the washing up

MOZHELP – A MUST HAVE EMERGENCY NUMBER

We would just like to introduce ourselves. We are MOZHELP. We specialise in providing Emergency Assistance Service to travellers to Mozambique. So, if you are planning a trip or know someone that is going to Mozambique please read on or feel free to forward this detail to others.

MOZHELP consists of a number of professional service providers who provide emergency medical services, lawyers, doctors, roadside and security assistance services in Mozambique.

For more details about MOZHELP emergency services in Mozambique please visit our website at www.mozhelp.co.za We have an extensive network of service providers in Mozambique that will be able to assist you in every possible emergency from medical emergency, legal, vehicle breakdown, and security.

Please consider this for your own safety and well-being. Thank you and have a safe trip.

Contact:

Reghardt Meyer

MOZHELP

CNR OF INBANI AND MARULA STREET,
MALELANE

TEL 013-7900265

FAX 013 7900427



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JANUARY 2007

Preferred Suppliers - Gauteng

If anyone has any good things to say about suppliers I would like to include them here. Lets support those who do a good job for the club. Similarly if anyone has had a bad experience lets share it and vote with our wallets by avoiding them.

1) ECHO ACCESSORIES 4x4 CENTRE – NEW STORE!

Visit Willie, Rochelle, Neil, Phillip or any one of the other professional representatives at the new Echo 4x4 Centre situated in the Route 21 Corporate Park, 9 Regency Avenue, Irene (off Nelmapius Drive (off the R21)).

Echo can supply you with all your 4x4 requirements from offroad trailers, quad bike trailers, Echo Chobe Campers, roof top and trailer top tents, full 4x4 fitment centre, custom products, 4x4 accessory shop, trailer rental and even more. Be sure to visit the new instore refreshment café.

Call 012 – 345 3333, Fax 012 345 3343 or email: echoacc@mweb.co.za. Web: www.echo4x4.co.za

2) 4x4 INSURANCE

Phillip Viljoen Insurance Brokers has a special deal for all 4x4 enthusiasts, if you tell him you saw this advert. Qualify for great discount. Contact leisuresure@webspeed.co.za or on 083 306 5657 / Fax (012) 542 3564.

Speak to Phillip (club member)

3) BOLTONS GPS WAREHOUSE / KEVIN BOLTON CONSULTANTS

For top deals, training and advice on GPS equipment contact Kevin (club member).

KJ BOLTON CONSULTANT cc

Contact Kevin @ 082 564 3639 or Marietjie 012-6549813

kevin@gpsconsultants.co.za / marietjie@gpsconsultants.co.za / www.gpsconsultants.co.za

4) FRONT RUNNER

Front Runner will offer any club member, on production of their club card, a 10% discount on the purchase of any Front Runner produced product.

Call Wayne Heath-Coombe (club member) now.

1 Forssman Close, Dytchley Road, Barbeque Downs, Kyalami

011 466 0155

www.frontrunner.co.za

5) 4x4 MEGAWORLD

10% on ALL products in their larger than ever warehouse. What an offer. From camping gear, 4x4 gear, outdoor gear, the lot!!!! Their warehouse is now bigger and better and definitely worth a visit.

Club members, as one of the few places that give is 10% on anything!, it is well worth the visit. Speak to any of their well trained staff!

Unit 5, Herman Road, Meadowdale (off Barbara Road)

011 454 2875

megaworld@oldmanemu.co.za

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6) SAFARI CENTRE - NEW MEMBERSHIP CARD DEAL

5% discount when paying with a credit card & 10% discount for cash.

Products excluded for discount:

- * GPS's
- * Leatherman products
- * Any specials currently running
- * Magazines, books, maps

7) HONEYDEW TOYOTA & RV CENTRE

Contact Johan Kruger (club member) for all your Toyota and other accessories at their RV Centre. New Honeydew Toyota Showroom (opposite THE COCA COLA DOME) - refer http://www.honeydewtoyota.ix.co.za/lmg_upload_departments/3674_441636.gif for map. Address is Olievenhout Street, off Northumberland, which runs parallel with the N1 & the R28.

8) KEMPTON CARAVANS - KEMPTON PARK - CLUB MEMBER BENEFITS

The discount to the 4x4 community and members of our club is 10% off their listed prices. This will be on presentation of the club membership card. This shop has EVERYTHING. Customisation of tents etc. on site! Speak to Larry, Brian (both club members) or any of the staff in the shop.

9) M-CENTRE - Quality Mechanics - Centurion Area

These are the guys I have been using for 3 years after I walked out of the local Toyota Work shop in Centurion one day. Quality service, excellent workmanship and unbeatable pricing. Any make, but great on Toyota's. Also the Merc or the BMW - these are their specialities. Call Les or Danie on 012 653 7855 now for a booking or discussion on your vehicle.

10) OUTDOOR WAREHOUSE - CENTURION

The suppliers of a wide range of camping, climbing, paddling, hiking and 4x4 accessories and goods, this store is a worthwhile venue to spend some quality time in. Close to the high way (N1), off the John Voster turn off in Centurion. No discount offered, just good service!

11) GOING PLACES 4x4, CENTURION - CLUB MEMBER BENEFITS

14 Botha Avenue, Lyttleton. For your entire 4 x4 and camping needs. All members get 5% on presentation of club card. Contact Ron or Christo on (012) 664 7609

12) 4-BUY-4 DIRECT STORE - Mail Order Outlet

Special price for club members. Also able to provide 29Mhz Radios, VHF Radios, GPS's, Photographic Window Bags, SUUNTO Watches, Clothing, Solar Panels and plenty more at cost cutting prices...Give us a call – 4buy4direct@mweb.co.za

13) PB ENTERPRISES – HIGH QUALITY POWER SYSTEMS

Manufacturer of high quality Power Systems, Dual Battery Systems, Fully Equipped Battery Boxes, Power Converters & Chargers for Trailers & Caravans, Solar- and Generator Chargers! They can definitely help you with any electrical power needs for ANY 4x4 vehicle, Off-road Trailer or Caravan.

Talk to the owner, Pieter Barnard, and receive 5% discount on any of their products by supplying a copy of this page, PLUS the 4x4 Offroad Adventure Club receive a 3% donation. Just print out THIS PAGE, and give them a call. Let them do everything right, the first time. HAVE A LOOK AT OUR WEBSITE! www.pbeproducts.co.za

Contact: Pieter Barnard
Tel/Fax: 012 658 5538



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