



Supported by:

OCTOBER 2009



Trails & Tribulations...

Hi there enthusiasts,

Well October has passed, and can you believe it, probably 6 weeks left for most of us, before a well deserved Sumer break. We will be heading down Knysna way, and once again will be driving 1-2 4x4 trails over the festive period. If you are holidaying down that way, why not drop me a line, and let's get out there together during the holidays. I already have a few cars in the convoy. I have also discovered the Tsitsikamma 4x4 Trail, and will be looking to see if we can get a booking. We will definitely visit Frank and Dennis Carlisle on the famous Kynsa Forest 4x4 Trail, and one of the newsletter readers has invited us to the Oudtshoorn area for a 4x4 trip. (Maak kontak boet!). So we will be out there indeed.

This Bridgestone Advert I have been part of has seen many a friendly hoot or wave. Great stuff. The Fundi 4x4 Challenge for 2010 has just been launched, and entries are open for 2010. Go to www.bridgestone.co.za and follow the Fundi 4x4 link. This year just past, the winners walked away, thanks to Echo 4x4 & Bridgestone, two Echo 3 trailers –yes, two – one for the driver & one for the navigator. Now this coming year's competition, to be held in most provinces, will feature even better prizes. So make sure you enter.

We visited the Valsrivier 4x4 trail on the outskirts of Kroonstad this month, driving some seriously technical routes in a washed out river area, but also a stunning river route of over 9km's. Stunning to discover such stunning venues (but be aware, it is technical – depending on what route you drive). The camping area is large, and the facilities top class. We were really shocked to receive a Sunday Times or a Rapport on the Sunday morning g, delivered to our camp iste, by the owners. What a magic touch.

Now it is time to focus on the closing down part of this year. Mitsubishi and Ford have just released their competitive products, mainly pitched at the Toyota Fortuner. It will be interesting to see how this fight pans out for market share.

Well short and sweet into this month, as there is so much to read. Enjoy! Be safe & take care

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



© Copyright 2007-2008, 4x4 Offroad Adventure Club (Gauteng) - To use materials please acknowledge the source. Offroad & Outdoor e-Zine is collated from many sources and may not represent nor constitute endorsement by 4x4 Offroad Adventure Club SA.



Supported by:

OCTOBER 2009

Calendar of Interesting Events

Herewith find events, as collected in the market place. By no means are any of these events necessarily linked to / supported by / associated with 4x4 Offroad Adventure Club, and they are being placed here as public service only. Errors and omissions reserved.

Date	Event	Venue
See this space for 2010		

Calendar of Training Events

Herewith find training opportunities with the 4x4 Offroad Adventure Club, and its professional associates, offered to the public. Courses only run if sufficient numbers subscribe. Errors and omissions reserved.

Date	Event	Venue
14 November 2009	Bush Mechanics Course (FULL!)	Centurion
14-15 November 2009	GPS Software & Navigation Course	Centurion
26-29 November 2009	4x4 Trail & Overland Guides Course	Camp Africa, Louis Trichardt
12-15 November 2009	4x4 Trail & Overland Guides Course	Western Cape Region



WWW.ECO4X4AFRICA.COM – Your Serengeti Specialists!

2009 Program

Herewith details regarding the planned tours for Africa proudly *presented by us this year.*

Namibia Tour

Windhoek / Etosha / Swakopmund / Soussosvlei or Kaokoland

Tour #21: 13 December 2009 - 3 January 2010 – North to South

Bus, Catered & Lodging R9900pp or Bus, Catered & Camping R6500pp or 4x4/2, Catered & Camping R4900pp

PIONEER PLASTICS
Anything's Possible
 WE SPECIALISE IN CUSTOM MOULDINGS
www.pioneerplastics.co.za
 Tel: 012 541 6000



Supported by:

OCTOBER 2009

Conditions:

- Min 4 / Max 10 vehicles will be allowed on each of these tours
- Towing will be allowed on all these tours at own risk
- All prices include VAT
- Camping means "self camping" and to be totally self sufficient
- Detail itinerary & GPS Points available after registration / deposit
- Children prices are:
 - High School - 75% / Primary - 50% / Pre-Primary - 25%
- Additional services available - 4x4's & camp equipment rentals
- Brunch and Dinner are included where listed as Catered
- All excursions, dates and price are subject to change without prior notice

PAID UP MEMBERS OF 4x4 Offroad Adventure Club get 10% reduction on all tour prices quoted excluding Tours #10 & #13 – Serengeti - Nett price applicable

Alex & Alta - 0825706010 or alex@eco4x4africa.com
(See our website www.eco4x4africa.com)

(January 2009)

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

UPGRADE CLARIFICATION FROM GARMIN

Dear Garmap User

Our recent communication announcing **Garmap™ Africa Series 2009 - 2nd Edition** refers. In this communication mention is made of qualification criteria regarding *Free Upgrades*. Notwithstanding our best efforts at issuing clear and concise parameters in this regard, it appears as though an incorrectly placed comma has caused some recipients to misunderstand our original intention in this regard.

To ensure a consistent interpretation and to clarify our offer with regards to the *Free Upgrades*, the original statement is withdrawn and replaced as follows (the change is highlighted and underlined):

****Free Upgrades****

Users who purchased the previous map set, namely Garmap Africa Series 2009 on or after 1 July 2009 or who purchased their Garmin GPS unit on or after 1 July 2009 will be eligible for a free upgrade to the latest version of the equivalent map. If a user does not qualify for a free upgrade, they will have the option of purchasing the selected product online. The upgrade and online purchase processes are facilitated with the DVD and an Internet connection is required. Using the DVD during the upgrade / purchase process will save the downloading of large amounts of data, as all relevant data is contained on the DVD.

We trust this provides clarity and apologise for any inconvenience caused.

PIONEER PLASTICS
Anything's Possible
WE SPECIALISE IN CUSTOM MOULDINGS
www.pioneerplastics.co.za
Tel: 012 541 6000



Supported by:

OCTOBER 2009

Thank you for your support.
Team Garmap.

NEW ADVENTURE OFFROAD COMPANY LAUNCHES IN CAPE TOWN

We are very pleased to announce that our new website is now up and running. Please take some time to have a good look around the site and feel free to pass on the link to any of your work colleagues or friends who may be interested in adventuring offroad.

Note that we also cater to the corporate market and we will gladly customise a package according to your specific needs. In future when we have a new trip to advertise, we will send you an email message with a link to the relevant page on the website.

Should you then wish to book for that trip, then simply go to the "Contact Us" page and send us an email. If you have any special destinations or trails you'd like to visit, please drop us a line, we'd like to hear your wishes!

Looking forward to taking you on, "An adventure of a lifetime".

Regards,

Philip and Lesley Sackville-Scott

Tel: +27 21 558 3930 / Mobile: +27 82 446 1981

Web: www.sackville-safaris.co.za

EXPLORE SAFARIS EVOLVING

Thank you for your previous inquiry with Explorer Safaris, it may have been as long as a year ago. In the last year we have evolved much. We have added many new services and grown our Land Rover Fleet. We are still one the most competitive self drive safari companies in SA and take pride in the fact that our Land Rover's are of the best equipped and maintained in the business.

We now also offer all inclusive self drive package taking the hassle out of you trying to book places and routes around your holiday booking. We have slept in the beds and tasted the food so we know what you will experience in the lodges and camps we select to suite your itinerary. So please, take a moment to visit our new website and mail me if you have any queries.

www.explorersafaris.co.za

Kind Regards

Michael

STRANDRYERY IN MOSAMBIEK DALK VERBY VANWEË MARIENE RESERVAAT

Dries Liebenberg

Die dae van rondry op Mosambiekse strande suid van Maputo is getel nadat dié buurland se regering die gebied die naweek tot mariene reservaat verklaar het. Dit is die eerste oorgrens-mariene reservaat tussen Suid-Afrika en Mosambiek. Dié status beteken die 300?km lange kus van die mond van die Maputorivier tot by St. Lucia word beskerm.

PIONEER PLASTICS
Anything's Possible
WE SPECIALISE IN CUSTOM MOULDINGS
www.pioneerplastics.co.za
Tel: 012 541 6000



Supported by:

OCTOBER 2009

Die 200 km van St. Lucia tot by Kosibaai aan die Mosambiekse grens het reeds bewaringstatus binne die iSimangaliso-Vleilandpark, wat in 1999 tot wêrelderfenisgebied verklaar is. Die stigting van die Mosambiekse mariene reservaat is die eerste stap wat daartoe kan lei dat die wêrelderfenisgebied na dié land uitgebrei word. Die reservaat sluit die Portugese en Inhaca-eilande in.

Die skep van die reservaat kan toerismebestemmings soos Ponta do Ouro en Ponta Malongane duskant die grens van Kosibaai raak wat gewilder geword het nadat Suid-Afrika 'n strandryverbod ingestel het.

In die reservaat, wat 'n 100m- strook van die strand en drie seemyl van die kus insluit, mag nie kommersieel vis gevang word nie. Dit sluit in visskiet op die koraalriwwe en vis vang met dinamiet. Mense sal ook nie toegelaat word om op die strand te ry nie. Kampe sal net vir bestaansvissermanne op die strand opgerig mag word.

Dr. Bartolomeu Soto, Mosambiekse direkteur van toerisme, het gesê die afkondiging van die reservaat sterk bestaande wetgewing. Daar was in die verlede probleme met toeriste wat vis op die koraalriwwe met pylgewere geskiet het, het hy gesê.

Daar was ook probleme met besoekers wat op die strande gery het en tussen Oktober en Desember seeskilpadneste versteur. Soto het gesê in die suide van Mosambiek, nes ander dele van die land se kuslyn, is daar probleme met toerismekampe wat op sensitiewe gebiede soos op duine opgerig word.

Die Mosambiekse regering gaan nou 'n bestuursplan vir die kus opstel wat bouregulasies sal neerlê, bepaal waar bote te water gelaat mag word en voorsiening sal maak vir die aanstelling van meer strandwagte wat 'n strandryverbod sal afdwing.

KRUISRIVIER PRIVATE GAME RESERVE & 4x4 TRAIL

Nestled in the heart of nature, between mountains, 15 km from Loskamp dam on the Middelburg and Groblersdal road,(only 1½h from Jhb/PTA) amidst dense indigenous bush veld, rich with game(including Big 5!!), birds and insects.

Game drives are one of the highlights at Kruisrivier. From the comfort of a 4x4 vehicle an abundance of game: Brown hyena, Leopard, Giraffe, Rhino, Buffalo, Kudu, Blue Wilde bees, Red hartebeest, Eland, Waterbucks, Impala, Zebras etc. can be viewed. For the bird lover this is a paradise, up to 118 species can be found in the sought after haven.

KRUISRIVIER OFFERS:

- Modern, private, peaceful, self catering accommodation.
- Catering available - Meals in our Dining Room.
- Conference facility - up to 100 delegates: halls with modern equipment.
- Wedding and Function Venue, Big braai bomas for campfires, Viewing Deck.





Supported by:

OCTOBER 2009

WHAT TO DO AT KRUISRIVIER:

- * Big Swimming Pool, Volley Ball, Game Viewing, Bird Watching,
- * Kiddies Playground, Mountain Biking (bring own bikes),
- * Excellent Star gazing 18 hole Putt-Putt,
- * Cash Bar with snooker tables, darts & DSTV.
- * Clay Pigeon Shooting (group bookings only).
- * 15 km from Loskop dam – fishing, boat trips, markets etc.
- * Excellent 4 x 4 Trail: 22- 83 km of existing game driving tracks & maintenance roads.

ACCOMMODATION:

MAIN LODGE CAMP: 18 x cosy, thatched 4Bed chalets: Self-Catering, open plan, 4 single beds & en suite bathroom, bar-fridge & build in cupboards, tile floors & ceiling fans. Bring own cutlery and towels, camping chairs. Ideal for family socials, church- and work function groups. A communal bush veld kitchen (subdivided in units) with gas braaiers and kettles. A cosy big open braai area with stunning views.

ONLY: R330.00 per chalet per night.

PRIVATE CHALETS 2:

Three spacious, lux. fully equipped en suite chalets: separate bedrooms, modern kitchens, lounge and braai areas each - on top of the mountain with stunning views over the reserve – do your game viewing from your patio!!

Buffalo Chalet: 4-bed chalet: Two bedrooms - 1 double & 2 singles.

R440.00 per chalet per night.

Rhino chalet : 6-bed chalet: Three bedrooms – 1 double & 2 rooms with 2 singles.

R660.00 per chalet per night.

Tarentaal chalet: 8-bed chalet: Three bedrooms – Main bedroom with a double and a single bed, second room with a double bed and the third room with 3 singles.

R880.00 per chalet per night.

MORE INFO AND PHOTO GALLERY: www.anvieventures.co.za / ANVIE VENTURES: (012) 662 0586 /1140 or 072 892 2908

LIMPOPO MARULA FESTIVAL 4x4 CHALLENGE

Good day Sir / Mam

My name is André Kellermann and I am the presenter of the annual Limpopo Marula Festival 4x4 Challenge held during February at Phalaborwa. The Challenge for 2010 will happen on the 20th February and herewith I would like to extend an invitation to your club members to come and support us and enjoy a hot fun day with us.

The planning are as follow:

We are negotiating price packages to the value of R60 000.00 or more made up to

1st price in 3 classes @ R10 000.00 value each = R30 000.00

2nd price in 3 classes @ R6000.00 value each = R18 000.00





Supported by:

OCTOBER 2009

3 rd price in 3 classes @ R3000.00 value each =	R 9 000.00
Most spectacular moment	R 2 000.00
Blunder of the day	<u>R 1 000.00</u>
	R60 000.00

Classes to compete will be long and short wheelbase 4x4 and special built 4x4, competing in each own class. A minimum of 10 entries per class will qualify for these prizes. If insufficient entries for any class happens, the organizers reserve the right to reduce prices accordingly.

This invitation goes to 40 clubs in Gauteng, Limpopo and Mpumalanga, and we will accommodate max 60 vehicles on a "First come, First serve" basis.

Entry fees will be R400.00 per vehicle, including driver and co-driver, both to receive different hand-outs like a Marula Festival T-shirt & cap, etc. Entry for Spectators: Adults R40.00 and School Going Children R10.00 Ample food and drink will be available for sale. Camping and Lodge accommodation can easily be arranged.

For enquiries, bookings and entry forms contact:

André Kellermann
083 458 5746 Cell
015 – 781 0589 / 0568 Tel
015 – 781 0632 Fax
Bundu@era.co.za E-mail

Thanks to all.
André

TSITSIKAMMA NATIONAL PARK - 4X4 TRAIL

Introduction

The trail traverses the Tsitsikamma mountain range, starting at the coast near Plettenberg Bay and finishing in the Langkloof Valley near Misgund.

Fauna and Flora

Vegetation varies from pine forest to fynbos and indigenous forest with the most spectacular displays of colour seen in the late spring. Mammal species that occur along the route at that time includes baboon, monkey, Cape Otter, Honey badger, leopard duiker, bushbuck and others. Birdlife ranges from Malachite Sunbirds to majestic Black Eagle pairs.

Geography and History

The Palamiet River Valley forms the division between the Tsitsikamma Mountains and the Langkloof Mountains. Soetkraal, a deserted farming settlement is found along the Palmiet River and is surrounded by the majestic mountain peaks of Peak Formosa (1675 m), and Thumb Peak (1424 m). Soetkraal was inhabited from the turn of the last century to the-mid 1950's.





Supported by:

OCTOBER 2009

The trail

The trail is 52 km long and can be entered from the Langkloof (R62) or The Craggs (N2). Incredible vistas towards the Ocean and Robberg Point greet the trailists as they climb towards Witberg (1134 m), the highest point, before the steep decent into the Palmiet River valley and Soetkraal. The route then meanders along the Palmiet River, through the indigenous forest and once again into a fountain of fynbos species. It then climbs again until the skyline breaks into the most amazing view of the Langkloof valley. The return route to the coast is via the Langkloof and Prince Alfred's Pass. This route is a scenic extravaganza in its own right and passes through Avontuur, the Plett Trout Farms and on to Kruisvallei, where one can either travel through to Knysna on directly to Plettenberg Bay via Wittedrif.

Booking details

For booking and tariff information contact Leon Evans at 044 532 7644 or E-mail at leroy@magicmail.co.za

GUIDELINES ON WORLD CUP 2010

Introduction

The purpose of this document is to create awareness around probable business travel restrictions during the Soccer World Cup to be held June - July 2010.

Although the official World Cup is **11 June - 11 July 2010**, the period between March and July 2010 will be an exceptionally busy period with the pre- and post- arrangements that will have a huge impact on business travel. The grid below indicates the magnitude of the disruption to business travel over this period which includes other major events beside the Fifa World cup.

Categories		March	April	May	June	July
School Holidays		27 March - 11 April, 26 April			10 June - 11 July	
Events	Cape Argus	14-Mar				
	Comrades			30-May		
	Cape Epic	21 - 28 March				
	Two Oceans		03-Apr			
	Durban July					03-Jul
	Grahams Town Festival				20 June - 08 July	
	2010 World Cup				11 June - 11 July	
Public Holidays	Human Rights day	21-Mar				
	Public Holiday	22-Mar				
	Good Friday		02-Apr			
	Family Day		05-Apr			
	Freedom Day		27-Apr			





Supported by:

OCTOBER 2009

	Workers Day			01-May		
	Youth Day				16-Jun	
Around 2010 World Cup	Media Groups	Arrive 25 April and depart two weeks after final				
	Teams Arrive	Around 03 May				
	Supporters arrive	Around 6 June until departure after post tours				
	FIFA Family arrive	Around 01 May until 2 weeks after final				

Overview of what is to be expected during the World Cup:

1. Volume of Travellers expected

The World Cup is approximately 15 times bigger than the 1995 Rugby World Cup. The media contingent that will attend is estimated at 30 000. Business travel is disrupted purely due to the volume of supporters.

All indications are that approximately 220 000 long haul visitors will attend, 180 000 visitors from Africa and an average of 150 000 local supporters. On any match day it is envisaged that 100 000 travellers will need to use a travel commodity i.e. flight or road / rail transportation.

An additional 2 000 busses have been imported (overload on road transport) to carry these supporters. It is predicted that supporters will watch their team play every 3 or 4 days. When their teams are not playing, supporters will frequent the Fan Parks or embark on tours within the city of their choice.

2. Fan Parks

Fan Parks are situated in central areas so that general public can watch all the games. Entrance to the Fan Parks is free and it is expected that these Fan Parks will attract a lot of visitors. In Germany 2006 one Fan Park attracted 500 000 spectators to watch one game. To avoid large transport infrastructure expense, training venues will also double as public viewing sites.

Fan Parks in the Western Cape

The Grand Parade	Somerset West Road
Stellenbosch	Bellville Velodrome
Swartklip	Atlantis
Khayelitsha	Nomzamo Yethu (Hout Bay)

Training Facilities in the Western Cape

Newlands Rugby Ground	UCT Rugby Ground
UWC Soccer Field	Bellville Rugby Ground
Stellenbosch Rugby Ground	Athlone Stadium





Supported by:

OCTOBER 2009

Fan Parks in Johannesburg (list to be updated)

Mary Fitzgerald Square in the Newton precinct
Fan Parks in Soweto are to be expected.
Innes-Free Park in Sandton,
Walter Sisulu Square in Kliptown

Fan Parks in Durban (list to be updated)

The Durban Beach Front has been earmarked as one of Durban's preferred sites for one or more Fan Parks during 2010.

3. Flights

To date no airline has released any prices or strategies for the World Cup period.

On pre and post match-days flights into and out of the venue cities will be overbooked. Due to the sheer volume of travellers, huge delays can be expected.

World Cup teams will use charter aircrafts and plan to use 2nd tier airports however their supporters will use the general airports. These airports will focus on scheduled international and domestic flights.

4. Accommodation

All the major hotel brands within South Africa have contracted with MATCH at a pre-defined room rate and therefore the normal Corporate rates will not be available during this period.

According to FIFA there is an approximate shortfall of 18 000 rooms for the World Cup. This supply and demand scenario allows B&B's / Guesthouses to offer rooms at a premium.

5. Car Rental

It is most likely that all car rental companies will go on "stop-sale" for the period of the World Cup and rental cars will be scarce.

6. Road Closures

It is indicated that there will be limited access and in some instances complete road closures in the areas surrounding the stadium and fan parks. This will make it difficult for travellers to move freely between offsite meetings.

7. Critical Date

The next critical date for the WC2010 is the 4th December 2009 when the Pool draw is completed. This draw will indicate where the teams will be based and where their supporters will be spending most of their time.

8. Fixtures

The match schedule (see attached) will be updated after the draw on the 4th December 2009. Games will be played at: 13h30, 16h00 and 20h30. Travellers need to allow for traffic congestion both at the stadium and the Fan Parks. It is advisable to allow 2hrs lead time if travelling to / from these areas.

PIONEER PLASTICS
Anything's Possible
WE SPECIALISE IN CUSTOM MOULDINGS
www.pioneerplastics.co.za
Tel: 012 541 6000



Supported by:

OCTOBER 2009

Recommendations for travel during this period:

- Do not travel during these periods unless it is critical to travel.
- Plan your trip well in advance, changes to a ticket over this period will be extremely difficult and very expensive.
- Try to make appointments at a location that is in the opposite direction of a stadium / fan park..
- Take flights during the times of when the games are being played. Games start at 13h30.
- Allow for a minimum of 2 hours to get to the airport in Cape Town and possibly 3 hours for Johannesburg. The congestion on the roads both to and from the Airports is going to be chaotic – plan for delays.
- Parking at the airport will be virtually impossible and it is advisable to get someone to drop / collect you from the airports. Transfer companies will be busy with tourists and will also be very expensive.

THE FISH ARE RUNNING!!!!

Fishing is still excellent on the upper Zambezi, this usually continues until Feb when the rains eventually turn the waters muddy. We have some amazing affordable packages available for December, the Rand is strong, lets get you fishing on the Zambezi River. Visit:

www.vicfallsconnection.com

SADDLE-BILLED STORK PHOTOGRAPHIC SURVEY

Join the Endangered Wildlife Trust and SANParks in a photographic survey of Saddle-billed Storks in the Kruger National Park. The survey starts on 1 September 2009 and will run for a full calendar year

This survey forms part of a research project that will be conducted over the next three years on the population status of Saddle-billed Storks, one of Kruger's rarities, and one of the "Big Six" birds. "Census operations on any species within the boundaries of the Kruger National Park are important to help us get an idea of that species' status within the context of biodiversity management," says Marcelle van Hoven, the project's coordinator. "The last Saddlebilled Stork survey conducted in 1993 suggested that there were less than 60 of these birds left in the Park."

Saddle-billed Storks (*Ephippiorhynchus senegalensis*) are distinctly identifiable by their large size (they stand about 150 cm tall), sharply contrasting black and white plumage and yellow lappet (saddle-like structure) on the bill. The males have a dark eye with two small yellow wattles at the base of the bill, while females have a yellow eye. These birds can also be individually recognised by the details of the front edge of the black band across the red bill. Side-on photographs of all the birds, from both the left and right angles, will be used in identification during the survey.

Saddle-billed Storks are classified as Endangered in South Africa. They breed slowly and are dependant on extensive wetland habitats, which are under increasing pressure from humans. The flow regimes of rivers passing through the Kruger National Park are expected to change in response to catchment developments outside the Park, and this, together with the removal of artificial water impoundments within the Park, may have a negative impact on this species. In South Africa, Saddle-billed Storks are largely confined to the north-eastern tropical lowland with





Supported by:

OCTOBER 2009

the majority of the population residing along the riverine habitat in the Kruger National Park. They normally occur in pairs, are strongly territorial and remain in the same area for years.

Visitors who spot a Saddle-billed Stork are asked to take a clear photograph of both sides of the bird's face and bill and to record information about the sighting including the date, time, location, name of nearby water source, bird's gender, juveniles present and any other notes that might be relevant.

A Saddle-billed Stork census weekend is also planned in the Kruger National Park for later this year, where photographers with the powerful lenses can contribute to this project.

Please keep a special eye out for Saddle-bills and send all sighting details and photographs to storks@ewt.org.za.

This project is sponsored by Tinga Private Game Lodge and Custom African Tours & Safaris.
Contact: Marcelle van den Hoven
Project Coordinator
Tel: 083 708 1994
Email: storks@ewt.org.za

LION BREEDERS IN SOUTH AFRICA CAN'T APPEAL HUNT RULE (UPDATE1)

By Antony Sguazzin

Sept. 28 (Bloomberg) -- South African lion breeders were told that they cannot appeal against legislation that requires the captive-bred cats to roam free for two years before being hunted, a period that farmers say makes their industry unviable.

The decision, which reiterates a June ruling, was made by the Free State High Court in the town of Bloemfontein, the Pretoria-based Department of Environmental Affairs said on its Web site today.

"This latest judgment strengthens the department's resolve to responsible, regulated and sustainable hunting," the department said. The South African Predator Breeders Association, which represents most of the country's lion breeders, has said that the ruling will shut an industry that employs 5,000 people and will leave farmers with no market for the 3,000 lions in their pens. Carel van Heerden, the head of the association, didn't immediately return a call made to his office in Vryburg, northern South Africa, today.

Most lion hunting is done by foreign tourists, who on average pay about \$22,000 to shoot one of the cats. A further \$18,000 is generated in the form of safari costs and the price of having a lion stuffed for shipment back to the hunter's home, according to court documents filed by the association.

Donkey Meat

Lions bred for hunting are often shot after just a few days in the wild. In captivity they are mostly fed on donkey meat bought from rural communities. After their release from breeding cages they





Supported by:

OCTOBER 2009

catch and eat game that the farmers have acquired for their estates. An adult male lion can eat about six metric tons of meat during a two-year period.

More than 300 lions are hunted in South Africa every year, with trophy hunters coming from countries including the U.S., Russia and Spain. That makes South Africa the second-biggest destination for lion hunting after Tanzania, where wild lions are shot. About 1,000 lions are hunted each year in Africa.

The ruling came more than a decade after a British Broadcasting Corp. documentary showed a lioness being shot in a small enclosure in South Africa in front of her cubs, leading to international criticism.

'BUILT LIKE A TRUCK' IS NOT AN INSULT – NEW PRADO HERE!!

October 27, 2009

Toyota says its new Land Cruiser Prado, released this week in South Africa little more than a month after its international debut at the Frankfurt auto show, follows the classic formula of an all-steel body on a separate ladder chassis for maximum durability. In this case, "built like a truck" is not an insult.

But the Prado is marketed as a mid-size SUV so the design brief was to keep any increase in overall size to a minimum. Hence, says the maker, the new Prado is 45mm longer than the previous model, a scant 10mm wider and 20mm lower although the bonnet is a little longer and a little higher

Its approach and departure angles, fundamental to decent off-road capability, are 32 and 24 degrees respectively, the same as on the previous model. Nevertheless the cabin is 35mm longer and five millimetres wider and the shoulder-to-shoulder distance between driver and front seat passenger has been increased by 30mm, says Toyota.

Sliding second-row seats provide "walk-in" access to the third row of seats and increased leg room for second-row passengers. The floor has also been lowered to provide more "footroom" for the third row of seats – and when they're folded they disappear into that footroom to leave a boot with a clean, flat floor.

The Prado will be available at launch as only the top-of-the-range VX with either a four-litre V6 petrol or three-litre turbodiesel engine. The quad-cam, quad-valve, all-aluminium V6 promises more power, up from 179kW to a claimed 202kW at 5600, and torque is up from 376 to 381Nm at 4400rpm.

The three-litre turbodiesel is a quad-valve, twin-cam straight four with intercooled, common-rail direct fuel-injection. Toyota quotes 120kW (25 percent better than the previous model) and 400Nm (up 17 percent).

Each drives through a five-speed, electronic auto transmission with lock-up for fuel economy and to avoid unnecessary downshifts and engages a lower gear to provide engine braking on long

PIONEER PLASTICS
Anything's Possible
WE SPECIALISE IN CUSTOM MOULDINGS
www.pioneerplastics.co.za
Tel: 012 541 6000



Supported by:

OCTOBER 2009

downhills.

Power reaches all four wheels via a limited-slip centre differential invoked by a rotary switch on the fascia. Diff locks and "terrain" choices are also electric. The idea is to keep progress as steady as possible through:

Crawl control - first seen on the Land Cruiser 200 - which allows the Prado to maintain a low uniform speed over the roughest ground by controlling engine power and brake pressure to individual wheels, so the driver can concentrate on steering and

Multi-terrain select - a first for Toyota – which allows the driver to select one of four modes to best match the terrain; then, says the maker, it optimises brake and throttle control and provides easy-to-understand guidance and optimise throttle and brake control.

In **mud and sand** mode (available in either high or low range) the system limits wheelspin and ensures forward momentum.

In **rock** mode (low range only) the system smoothes out the driver's throttle movements and limits wheelspin to reduce bouncing.

In **loose rock** mode (low range only) the system fine-tunes the driver's throttle movements even more to avoid kicking rocks and stones out from under the wheels.

Moguls mode is used in low range only for undulating territory with small hard mounds (known to off-roaders as moguls, hence the name) that are likely to cause torsional stress and smoothes the engine's power output to provide the steadiest possible speed.

When the system is on the monitor will automatically display the ground in front of the Prado on the 105mm, multifunction colour display.

The Prado's 18" alloy rims allow for large-diameter, ventilated disc brakes front and rear. Electronic driver aids include "multi-terrain" anti-lock braking which, Toyota says, can detect terrain conditions such as sand by monitoring engine revs and speed over the ground against wheel speed and provide optimum braking.

It only works when the multi-terrain select system is on and in the **mud and sand** mode but the Prado also provides conventional anti-lock braking when it's switched off. The stability programme uses yaw sensors to detect side slipping and "assists the driver" (Toyota's words) by controlling the engine output and braking individual wheels to keep the Prado going in the direction in which the front wheels are aimed.

The Prado has plenty of places to put things – or keep them cool – with a door pockets in each door, a glove compartment and console storage bins, one of which doubles as a fridge.

The overhead console has reading lights, storage for small items such as eyewear and a "conversation mirror" - beloved of French MPV designers - so the driver can keep an eye on what's happening in the peanut gallery. The boot has a 12V socket for charging all the gadgetry





Supported by:

OCTOBER 2009

and a number of individual storage boxes, including covered storage for the tool roll and warning triangles. A luggage cover is also provided.

The screen can display views - in conjunction with the multi-terrain system - from cameras mounted at front, rear and sides. The front camera gives a wide-angle view from 50cm in front of the car – with brightly-coloured lines linked to the steering that show where the front wheels will go.

Cameras in the door mirrors show the ground around the wheels on both sides, with lines to help the driver judge distance and clearance, and when the gear lever is moved to the R position the display automatically switches to the rear camera.

But, says Toyota, the camera system isn't just for off-roading; the wide-angle front and side view monitors allow the driver to confirm the safety of his or her surroundings, particularly at blind intersections.

The Prado VX has full leather trim and three-zone, automatic aircon lets the driver, front passenger and rear passengers dial in their preferred temperatures while a 14-speaker audio system with DVD shuttle, Bluetooth connectivity and auxiliary input makes all the right noises.

3.0 VX Diesel - R637 900

4.0 VX Petrol - R650 000

Prices include a three-year or 100 000km warranty and a five-year or 90 000km service plan. Service intervals are 10 000km for both models.

Interested, please contact Honeydew Toyota - joan@honeydew-toyota.co.za

VULTURE AWARENESS - SOME FACTS:

- Nine vulture species have been recorded in South Africa and only two are not currently Red Data Listed.
- Vultures are resistant to anthrax and are valuable in combating this disease.
- The Palmnut Vulture mainly feeds on the fruit of the Raffia Palm, although it does also eat carrion.
- Old World Vultures (like we have in South Africa) have exceptional eyesight but a poor sense of smell, but New World Vultures have a good sense of smell.
- There is evidence to suggest that traditional medicine use is at least partly responsible for the rapid decline of vulture populations in the subcontinent. When these species are poisoned, people who then eat parts of these vultures risk being poisoned themselves.

From the EWT website – www.ewt.org.za

PIONEER PLASTICS
Anything's Possible
WE SPECIALISE IN CUSTOM MOULDINGS
www.pioneerplastics.co.za
Tel: 012 541 6000



Supported by:

OCTOBER 2009

CALLING ALL BIRDERS - GLENDOWER MAGOEBASKLOOF BIRD FESTIVAL

If you are a fledgling or experienced birder, or have an interest in natural history in general, or just love being in a forest, the Glendower Magoebaskloof Bird Festival is for you.

The Magoebaskloof area in Limpopo arguably offers the best forest birding in the country, with special species such as Black-fronted Bush-shrike, Cape Parrot, Bat Hawk and Orange Ground-thrush, but also a range of other forest species including White-starred Robin, Narina Trogon, Olive Bush-shrike, Green Twinspot, Knysna Turaco, African Emerald Cuckoo and Grey Cuckoo-shrike. Several rare tree species are found in the pockets of indigenous forest that are also home to typical forest animals such as Bush-pigs, Samango Monkeys and even Leopards. Many rare butterflies, frogs and reptiles can also be found in these forests.

The Festival, which will be held from **13 to 15 November**, is organised by the Greater Limpopo Birding Routes of Birdlife South Africa and sponsored by Glendower Whiskey and a number of establishments in the area. This is the fourth year that this popular event on the South African birding calendar is held. Lectures will be given by experts such as Mark Anderson, director of Birdlife SA, André Botha of Endangered Wildlife Trust and Derek Solomon, expert birder and guide. They will also accompany the outings and, together with local experts, try to make sure you tick off all your desired specials.

The programme starts with a gala dinner on Friday evening. On Saturday morning there will be guided outings in small groups to various locations in the Magoebaskloof area, followed by lectures and lunch at the Magoebaskloof Hotel. More outings will take place in the afternoon, followed by dinner and a fun-filled evening with great prizes to be won. Sunday will start with some more outings to interesting locations, followed by a lecture and lunch.

Registration is open from 12:00 noon on Friday and the programme ends at 14:00 on Sunday. The costs are R650 per person, which includes Friday's gala dinner, lunch on Saturday and Sunday, three guided outings and several lectures. Accommodation is not included in the price, but the Magoebaskloof Hotel offers accommodation at greatly discounted rates for Festival participants. Alternatively there are several other birder-friendly establishments in the area, which offer accommodation and flexible services especially tailored for birders' needs.

Birder-friendly establishments are accredited by Birdlife SA and have a contractual obligation to provide flexible service and information for birders, involve local communities through employment or off-take of goods and produce, and need to have an environmental management plan in place. More information on these establishments can be found on www.birdlife.org.za. Sponsorships by Glendower, Magoebaskloof Hotel and several other local establishments enable Birdlife SA to invest all the revenue from the event in training programmes for bird guides. Bird guides are selected from local communities and trained to guide South African and international birders as expert birders in their area, while enabling them to earn a living and provide for their families.





Supported by:

OCTOBER 2009

Bookings for the event and accommodation can be made through Hayden Elliot at Birdlife SA Travel, email: travel@birdlife.org.za or tel: 083 417 1341. Further details can be found on www.birdingroutes.co.za and general enquiries can be directed to Robert Buitenwerf, email: buitenwerfrobert@hotmail.com or tel: 072 487 3996. For interview opportunities or photographs, contact: Mitzi du Plessis on mitzi@malachite-marketing.co.za or 083 258 8945

GAUGES TO ALERT YOU TO WHATS HAPPENING

Some 4x4 drivers say "real gauges" tell you exactly what's going on, others say a warning icon or "idiot light" is more likely to be noticed – now there's a range of instruments that do both. Stack Pro Control gauges not only provide accurate measurements but also warn the driver when the reading is outside pre-set thresholds by backlighting the whole gauge using LED's.

And if that doesn't get your attention the face of the instrument begins flashing when the limit is exceeded by 10 percent. Minimum and maximum thresholds can be adjusted so gauges can be set up for specific applications.

Users can also chose from seven backlighting colours to colour-code an instrument to a particular function. Red can be used for exhaust gas temperature, for instance, turquoise for transmission-oil temperature and yellow for engine-oil pressure, and so on. Peak tell-tale values can be recalled at the press of a button and a controller in each gauge enables it to act as a switch at a pre-set point, activating a relay which can operate a cooling fan, a pump, or even an ignition "kill" function.

Distributor ATS says the 52mm diameter, stepper-motor gauges are accurate to within two percent and each comes with wiring harness and the appropriate solid-state sensor. The range includes gauges to monitor all kinds of pressures and temperatures as well as liquid levels and electrical output signals so isn't limited to off-road applications, starting at R1795 each.

Call (011) 670-8400 for more information.

HANSA POWERADE DUSI CANOE MARATHON

Be a part of the most important sporting year in SA's history, and kick it off with the first major event of the year! Entries are open to the 2010 Hansa Powerade Dusi Canoe Marathon and it promises to be the best one yet!

With planned water releases, TV coverage, and all the thrills that this great event has to offer, you can't miss out! You can [Click Here](#) to enter online now, or go to www.dusi.co.za to download the entry forms.

We look forwards to seeing you in the Valley! **2010 Hansa Powerade Dusi Canoe Marathon**
www.dusi.co.za

NISSAN NAVARA JOINS THE CAB-AND-A-HALF

Nissan SA has hopped on the cab-and-a-half bandwagon with a King Cab version of its big Navara bakkie that's been available only as a double cab since its 2005 launch. The front doors open normally; small back doors (affectionately known as "suicide" doors) open rearwards to get





Supported by:

OCTOBER 2009

at the storage area behind the seats. This (quite decent-sized) space will take more than the proverbial briefcase and laptop, swallowing golf bags, labradors or many other items you'd rather not have sliding around the load box.

The King Cab is available as either a 4x2 with a 106kW/356Nm, 2.5-litre turbodiesel or as a 4x4 with the same engine boosted to 128kW and 403Nm. It was the more powerful version we tested and, as long as I wasn't in too much of a hurry, I enjoyed its gutsy power delivery.

Apart from turbo lag which can catch you out if you change gears at too-low revs the engine delivers good cruising muscle and acceptable acceleration. Torque is the order of the day - the kind that snacks on steep hills and will tow boats and caravans without raising a sweat. It's reasonably refined, too, producing an audible diesel clatter without sounding as if it belongs in a mielie field.

The six-speed manual gearbox is slick and power-assisted steering ensures direction changes are effortless, making the Navara fairly accessible and easy to drive despite its bulk. The King Cab is available only in middleweight XE specification with power windows and mirrors, remote-controlled central locking, front-loading CD player and aircon but lacks such luxuries as cruise control, leather steering wheel wrapping and multi-disc audio system as found in the higher-spec, double cab models.

Optional Garmin-based touchscreen satnav is available at R10 000. It integrates audio, Bluetooth and a DVD player in a large touch screen in the dashboard. Never mind that it was faulty and radio channels kept changing by themselves, the system was generally user-unfriendly and the tiny touch-screen icons seemed to have been designed for fairy fingers.

Trying to work out the system from the confusing user's manual was little help. Back to the drawing board, Nissan. The Navara is pitched as an upmarket lifestyle bakkie but its beefy ladder-frame chassis and solid rear axle on leaf-springs give it solid workhorse credentials - even more so in this two-seater version which has a load box 330mm longer than that of the double cab with the same one-ton payload and class-leading three-ton towing capacity.

Nissan calls its Navara XE King Cab a "hardened street-fighter all dressed-up for an evening's fun". I can't disagree but please fix that audio/satnav system.



PIONEER PLASTICS
Anything's Possible
WE SPECIALISE IN CUSTOM MOULDINGS
www.pioneerplastics.co.za
Tel: 012 541 6000



Supported by:

OCTOBER 2009

NAVIGATORS TOURS & SAFARIS

We specialise in personally-guided small-group tours and safaris to remote destinations in Southern Africa. Bring your equipped 4x4 vehicle, camping equipment, accessories, food, drinks, enthusiasm and sense of adventure! For anyone who doesn't have their own 4x4 vehicle, we also offer an all-inclusive booked-seat option on many of our tours – please visit our website or contact us for details.

Space still available on the following self-drive tours:

Kalahari : Black-Maned Lions – 8 Nights
Tour Dates: 22 – 30 January 2010 ([read more](#))

Central Kalahari Game Reserve – 9 Nights
Tour Dates: 22 February – 3 March 2010 ([read more](#))

Kaokoveld : Desert Elephants & Himba – 14 Nights
Tour Dates: 3 – 17 May 2010 ([read more](#))

Zambia : Explorer Tour – 19 Nights
Tour Dates: 23 July – 11 August 2010 ([read more](#))

Tour Schedules for 2010

Click on the following highlighted link to view our [Guided Self-drive tour schedule](#) for 2010, available on our website. To travel with us in our vehicles on an all-inclusive tour, click on the following link to view our [Booked-Seat tour schedule](#) for next year. Alternatively, contact us with your plans and travel dates, and ask us to design a tailor-made package for you.

For further details on these and other tours, e-mail us at info@navigator4wd.co.za. Alternatively, contact Karen at our office on **landline: +27 (0) 21 689 1825** or contact Chris on his mobile at **cell: +27 (0) 83 675 3484**.

(March 2009)

PIONEER PLASTICS
Anything's Possible
WE SPECIALISE IN CUSTOM MOULDINGS
www.pioneerplastics.co.za
Tel: 012 541 6000

© Copyright 2007-2008, 4x4 Offroad Adventure Club (Gauteng) - To use materials please acknowledge the source. Offroad & Outdoor e-Zine is collated from many sources and may not represent nor constitute endorsement by 4x4 Offroad Adventure Club SA.



Supported by:

OCTOBER 2009

Hit the Trail ... / ... continues

NEW FORD EVEREST HITS THE FLOOR..

October 28, 2009

Ford will introduce what it calls "the ultimate recreational vehicle" when the seven-seat Everest SUV is officially launched in November. Early units are already at some dealerships but motoring.co.za will be at the launch to bring you first-hand detail of the vehicle and how it drives.

The Everest, which is assembled in Thailand, will replace the long-running Territory SUV. Ford SA's marketing manager Ben Pillay said: "The Everest is a vehicle with attitude to take on any challenge. "It's a vehicle with which many South Africans will identify because it suits our environment: it's great for daily urban use thanks to its refined comfort but is rugged enough for any adventure. It's the ultimate family adventure tool."

The new SUV, Ford says, has bold styling front and rear with a chomed grille at one end and its spare wheel mounted externally at the rear. "The versatile interior will suit any adventure-seeking family. It has third-row seating that can be removed or folded to create the largest cargo volume in its segment," Ford SA says

"Another first for the class, and immensely practical, is the side-hinged rear door." Three models will be available, each driven by a three-litre Duratorq TDCi diesel engine that has, Ford says, advanced injection technology, intercooler and variable-geometry turbocharging to deliver 115kW and 380Nm.

The five-speed manual gearbox is hooked to either 4x2 or 4x4 transmission on the Everest XLT. The LTD is available in 4x4 only with a five-speed automatic transmission. Standard equipment across the range includes leather upholstery, audio system with MP3 capability and auxiliary input connections, power folding external mirrors with embedded turn indicators, power windows, aircon, four crash bags and anti-lock brakes with electronic control of their pressure distribution.

The SUV's will be sold with a five-year or 90 000km service plan and a four-year or 120 000km warranty. Servicing is required every 10 000km and three years of free roadside assistance is included.

Ford Everest 3.0 TDCi XLT 4x2 - R324 990
Ford Everest 3.0 TDCi XLT 4x4 - R364 990
Ford Everest 3.0 TDCi LTD 4x4 a/t - R382 990

STITCHING THE DRAGON'S TAIL

- There is a school of thought that maintains that the Himeville/Underberg area is the southern Drakensberg.
- The Surveyor General is the final arbiter of location in the Republic of South Africa.





Supported by:

OCTOBER 2009

On the Surveyor General's 1:50 000 topographical survey maps, the last reference to the Drakensberg can be found in the area between the towns of Elliot and Barkly East. Accordingly, it can be safely assumed that the southernmost section of the Drakensberg mountain range ends in this area.

- The folk from further north can therefore be described as geographically challenged!

The area can accordingly also be described as the Dragon's Tail and the many passes that traverse the escarpment as well as those that link isolated valleys within the area allow folk the opportunity of **Stitching the Dragon's Tail**. Stitching takes one on roads and tracks through spectacular mountain scenery and in the midst of which, is the historical village of Rhodes. The village is ideally placed for day trips that take in the gravel and tar passes. Depending on how much time one would like to spend travelling these roads, outings can be planned to suit.

Along the escarpment are Naudesnek Pass, the Bastervoetpad Pass, Barkly Pass and the Otto du Plessis Pass. Barkly Pass is tarred. Slightly more inland are the Espachsberg, Bottelnek, Carlislehoek, Bidstone and Lundeansnek Passes. The Kraai River and the Karringmelkspruit Passes en route to Lady Grey are tarred and the Lundeansnek Pass from the Wartrail area into the Telle vally is gravel.

Contact Dave Walker at 045 974 9290 or e-mail to dave@walkerbouts.co.za and take the virtual tours at www.walkerbouts.co.za or www.highlandsinfo.co.za to see the catered and self-catering accommodation on offer in Rhodes.

GO TO THE MAASAI MARA WITH SHEM COMPION OF C4 IMAGES & SAFARIS

We all know that the Maasai Mara is home to the 'greatest show on earth'. So C4 Images and Safaris decided to run the best **photo safari** we could muster in the heart of the greatest show. Its simple really- find a camp in the middle of the action, book it exclusively for 12 photographers only with the best camp operator in the business and then have [Shem Compion, André Cloete and Greg du Toit](#) personally guide you whilst on safari. Shem and Greg and Andre between them have 12 seasons in the Mara and have mapped their own special places and secret spots which they will share with you while being driven around. The Mara is a very large system and much of the conventional tourist traffic concentrates on a small section of the river. There is so much to see and photograph, and with these knowledgeable professional wildlife photographers as your guides, you will have the best positions available. With Greg, André and Shem as your guides, you will be taken to the far-flung corners of the Masai Mara, you will not only get to experience the migration, but also the beauty, freedom and wilderness of one of Africa's greatest ecosystems.

Each person will have their own seat with window and roof hatch, ensuring that everyone has ample room to photograph from. Brackets, braces and clamps can be fixed onto the rails on the vehicles for tripod heads and flash brackets. Everything is designed to aid your photographic enjoyment.





Supported by:

OCTOBER 2009

C4 Images and Safaris, in the interest of photographic excellence have negotiated a camp right in the heart of the action, in the middle of the Mara. Due to having a camp in the best location in the Mara, you will be staying in a classic east African style safari camp. This will be an exclusive, private camp for your own use. Thus we will be the only people in camp for the whole safari. This specific safari has been designed to get away from the mass-market tourism that can ruin an experience of the Mara. This is secluded camp in a quiet corner of the Mara where you will be able to relax with the other photographers on the trip.

The camp is a permanent traditional 'meru style', walk-in canvas frame tents each with its own private en suite ablution facilities (flush toilets and hot showers). Most of the tents overlook one of the main crossing points of the Mara River! Meals, prepared in traditional East African safari style by the camp chef, are taken in the large Mess Tent or under the stars. There will be a generator with battery bank to charge laptops and batteries. The central tent will be the area from which to download and edit photographs during the quiet hours of the day or after your day's safari.

The emphasis of this tour is based on two things: Location and your photography. The key points for this as a photographic tour are:

- The camp is inside the Masai Mara reserve with a view of the main crossing point
- You are within 5 minutes from the main crossing point and 10 minutes from the other crossing points. Most camps are at least 60 minutes from these central areas.
- The position of the camp is within the two main rivers- the Talek and Mara rivers, meaning easy and fast access to the most productive game viewing areas.
- No gate restrictions or racing for the gate during the best hours of light. (all gates close at 18h30, and as most camps are outside the reserve, vehicles must leave the reserve) we are inside the Mara, thus can stay till dark
- We will have 3 x long wheel base Landcruisers for our use. Thus there will be 4 people per 8-seater vehicle. Ample space for photography and movement- each person will have a whole row to themselves as well as a roof hatch.
- We will have the whole camp to ourselves.
- The camp is a permanent tent camp- tents have flush toilets and showers.
- There is a battery bank and silent generator for charging batteries and laptops

Itinerary:

Day 1: Arrive Nairobi, Kenya. 1 night accommodation- Serena Hotel.

Day 2: Flight transfer from Nairobi to Masai Mara. Road transfer to camp

Day 3 - 7: Masai Mara, in exclusive camp within the Mara.

Day 8: Flight transfer to Nairobi, road transfer to Jomo Kenyatta International Airport.

Breakdown of itinerary

Day 1: 4 September 2010 1 Night at Serena Hotel

Arrive in Kenya's capital of Nairobi in the early afternoon. A 45-minute road transfer will take you to the arican elegance of the Serena hotel. You will spend the evening in the lush and open surrounds of the Serena Hotel. One of Nairobi's original hotels, this hotel has all the comforts of the past with the convenience of the modern era: The perfect place to relax for the evening.





Supported by:

OCTOBER 2009

Day 2: 4 - 11 Sept 6 Nights at Entim-Mara Tented Camp

We depart for the Masai Mara at 10am on a scheduled flight and we touch down at Kichwa Airstrip after a short 1-hour flight. From there we are transferred by road to our base camp situated in the actual Mara itself. You will be staying in a classic East African style safari camp consisting of canvas tents, staffed by local Maasai. You will have en-suite bathrooms with flush loos, flowing water and hot showers. While traditional, the camp is comfortable with large beds and private verandah's. That afternoon we will enter the reserve for the first time and sample one of Africa's greatest ecosystems.

Day 3 - 7:

For these five full days, we will focus on showing you the best of the Masai Mara and this will include tracking the migration and getting to the heart of the action. Shem, André and Greg will take you out each morning in the first light. We will have long wheel base vehicles with roof top hatches and large windows from which to photograph. Each person will have their own seat with window and hatch, ensuring that everyone has ample room to photograph from. Brackets, braces and clamps can be fixed onto the rails on the vehicles for tripod heads and flash brackets.

Everything is designed to aid your photographic enjoyment. Depending on how and where the migration is moving, we might spend whole days in the reserve taking a picnic lunch along with us. We will find the best crossing points on the Mara River and spend pleasant hours watching the wildebeest mass on the banks with hungry crocs waiting below. If we are patient enough and fortune favours us, we will witness a wildebeest crossing, arguably the most spectacular wildlife event on the planet. Beside the actual visual spectacle, the noise of the crossing is something that will never be forgotten. Besides tracking and following the migration, we will search for as many predators as possible, including cheetah, as the great plains are home to these majestic cats. You will also enjoy unfamiliar sights of general game such as Topi standing aloft termite mounds and tiny shy dikdiks going about their daily routine. The Mara also houses some of the largest buffalo bulls on the continent and a huge density of raptors. A special for birders, amongst others, is the large and relatively common rupell's griffon.

Our time in the Masai Mara will not just be about the wildlife though. We will take you to seldom-visited parts of the ecosystem and indeed right up to the southern boundary where the Masai Mara and Serengeti adjoin. Here, there is little human traffic, and we will enjoy the peace and quiet of the great plains as well as some private game viewing. This element of our safari is unique as most safari operators concentrate all their efforts on the river but we feel that by combining superb game viewing with a wilderness experience, we will offer our guests the very best of the Masai Mara.

The evenings will be spent sitting around the camp fire where and dining on excellent camp cuisine. As the coals die down, the warm camp beds beckon and everyone retires to bed.

Day 7: 11 September Return to Nairobi for international flights home
After a last morning drive, we return to camp for a hearty brunch before departing to the airstrip at 12h00 where we return to Nairobi. A transfer back to Jomo Kenyatta international Airport





Supported by:

OCTOBER 2009

concludes the safari. Most of the international flights depart in the early evening and this fits with most connections.

This is unfortunately the end of the tour and another special package from C4 Images and Safaris.

C4 Images and Safaris look forward to hosting you in the Maasai Mara for the greatest wildlife show on the planet.

For bookings and enquiries please email shem@c4images-safaris.co.za or call Shem at +27(0)87 805 7641

LAND ROVER DISCOVERY 4 - HIGH-TECH MOBILITY ON ANY TERRAIN - OR HIGH-SPEED ON THE ROAD.

Land Rover chose the shiny new water-pumping station alongside the 75m-high rock and concrete wall of the new Franschhoek dam on the Western Cape's Berg River to launch its Discovery 4 SUV this week. The magnificent mountains, in turn, put everything into rather puny perspective. The dam is only two years old; Land Rovers have been churning African soil and sand for nearly 60.

It seemed fitting, somehow. Brilliant modern engineering – the giant water pumps, the huge spillway and the concrete buildings – dwarfing the dozen parked Land Rovers and their high-tech and then the nearly kilometre-long dam wall turning them all into kiddies' toys.

The magnificent Franschhoekberge, in turn, put everything into rather puny perspective and then there was the blue, blue sky... Pretty soon, however, perspective was reversed as the convoy first forded the crystal Berg River, rocking and rolling over the smooth round boulders on its bed, then started a steady diagonal climb up the mountain wall on a track barely wide enough for it and with nothing to the right except a long and probably fatal roll down the near-vertical face. The main change is the introduction of a new turbodiesel engine.

There are only two models in the Discovery 4 range (Land Rover makes a selling-point of model development, right down to the badging, instead of hiding it as other automakers do) determined by choice of engine. And why not? The Disco 3, the automaker proudly points out, was probably the best SUV yet built in terms of accolades and awards – more than 100 from across the world).

Perhaps, given the new technology within the largely unchanged seven-seater body, the Disco 4 will do even better. The main change is the introduction of a new three-litre turbodiesel engine alongside the existing five-litre petrol unit within a choice of three specification levels. Oh yes, and their prices – whose increases amount to between five and eight percent, and read...

- 3.0 TDV6 S - R595 000
- 3.0 TDV6 SE - R645 000
- 3.0 TDV6 HSE - R725 000





Supported by:

OCTOBER 2009

5.0 LRV8 HSE - R720 000

Each includes a Land Rover Care Plan (read service contract) valid for five years or 100 000km. It used to be three years but then LR found most initial buyers kept their car for three years – and the extra two years, carried over, is intended to encourage buyers down the line.

The plan has been introduced, retroactively in the case of new Range Rovers already sold, on all 2010 Land Rover and Range Rover products except for the usually much-abused Defender workhorse 4x4's.

The V6 diesel, a joint Land Rover/Ford/Peugeot production whose parallel turbochargers are a first on a V engine, is capable of 180kW (up from 140kW) and a mighty 600Nm (up from 440 and believed to be the most torque in any six-cylinder production diesel passenger vehicle) and – which shows how much diesel power has progressed over the past 10 years – sub-10sec 0-100km sprints.

Though why that should matter a damn is beyond me. Much more important is its sub-10 litres/100km thirst) – which is not a claim, I managed it easily. Land Rover claims 500Nm is available within a half-second of pressing the accelerator from idle. The five-litre V8 petrol engine is good for 276kW and 510Nm and (again, who cares?) 0-100km/h in 7.9sec. It's also said to be more fuel-efficient. The same mill is used in the Range Rover Sport, but with a couple of turbos bolted on.

Land Rover describes the 4 as "more premium and relevant" with more functionality "that includes things you don't expect in an SUV". "And," a spokesman said, "we don't apologise for their cost – frankly, our products are not for everybody. Check the fit and finish for yourself."

All this power (and the "functionality") made the Franschhoek ascent pretty darn easy, especially with all the automatic traction aids that come on all versions of the Land Rover Discovery 4. Driver-selected traction controls cover a number of surfaces and chassis heights – and of course high and low range and the engines' response to accelerator pressure.

I wonder, however, how much difference all the electronics make? I've driven the sands of the Namib - and its beaches - the mud of Mpumalanga, the mountain forests of Madagascar and gravel and sand roads across most of southern Africa and have rarely been stuck for more than a short time.

As you can see from our pictures, the Landies got stuck in the mud of the 4x4 track at Glen Oaks (the Land Rover sport, as you'll read in a later article, had huge trouble in the sucking sands of the Cape's Atlantis sand dunes) but it was all down to the wrong tyres and, in some cases, inexperience.

It was also huge fun; getting stuck (and free again) is all part of the 4x4 experience. More tech toys on the Discovery include cameras all around the car whose images display on a big, clear screen on the fascia that also shows radio stations, TV, video and satnav), gradient progress control, auto high beam, keyless entry and push-button start as well as "towing assist" that will





Supported by:

OCTOBER 2009

not only correct trailer sway effortlessly but also (using those cameras) allow you to manoeuvre a trailer without even looking over your shoulder.

The same traction control features double as cornering and stability control tools. Cruise control, phone, power seats, windows and mirrors, auto aircon, leather upholstery are also part of the package along with LED head and tail lights, sunroof and minor modifications to the body – including a new grille.

New features include input plugs for personal sound equipment (iPODs, memory sticks and the like). A choice of "natural-finish" woods, along with stitched and wrapped fascia, door casings and centre console, are standard.

ANOTHER FANTASTIC GETAWAY SHOW!

The 17th annual Getaway Show was a huge success with over R1 million worth of prizes (including a Honda CR-V valued at R351 000), 400 exhibits, demonstrations, activities, Spin & Win, the Hansa Beer Tent and 11 Adventure Workshops.

Over 19 500 visitors were kept informed and entertained with the great mix of outdoor- and travel-related products and destinations on offer, as well as an array of exciting activities and demonstrations for the whole family.

The Getaway Show team would like to thank both our exhibitors and visitors for their continued support of the show – without you the show would not go on!

Honda winner

Congratulations to Riaan Maritz, the winner of the brand new Honda CR-V that was given away as the main show prize to a lucky show visitor.

Exhibitor testimonials

This is what some of our exhibitors had to say about their experience at the 2009 Getaway Show:

Just a short note to thank you and your team and congratulate you on putting together an excellent show – in our opinion the best ever – we have already had quite a few bookings from it!! Well done.

Rei Engels, **Sparkling Waters Magaliesburg Canopy Tours**

This year's Getaway show was a runaway success!!

Ziyad Gaba, **Mercedes-Benz South Africa**

A very big thank you for a job well done. We made many contacts with both business and public, and are very happy that it was money well spent.

Evan Jones, **P.M.B Heritage Tours**

We at Camp Cover and Zonk Manufacturing wish to thank you for an extremely well- organized show this year, and it was a pleasure attending. We will definitely be booking a stand for next





Supported by:

OCTOBER 2009

year!

Hannelie Lochner, **Zonk Manufacturing/Camp Cover**

I have not yet received better service from exhibition organisers and it was such an easy process to participate in this lovely event. The attention to detail and quick responses from the organising team have made this exhibition a highlight on our exhibition calendar and I can recommend this event to any prospective exhibitor. Well done & thank you for a lovely event. See you next year.
Aneli Gerber, **Knysna Tourism**

We have already had several hot leads convert into hot confirmed travel bookings and are so happy with the decision to exhibit. It was our first show and we will be doing it again next year! Thanks to Debbie and the team and Cameron for all the exposure.
Kevin Record, **Ibo Island Lodge and MozambiqueTravel.com**

Getawayshow.co.za

Visit our show website for up-to-date information on the 2010 Getaway Show as well as pictures and news from the 2009 Getaway Show. If you have any queries, please free to contact me:
Debbie Tapson, Show Manager, Tel: + 27 [0] 21 530 3192

Watch this space for 2010 show dates and details.

NEWS FROM THE EWT ORGANISATION

Hello EWT supporters

Excellent news hot off the press is that the Free State High Court, on the 28th September 2009, dismissed an application by South African Predator Breeders Association for leave to appeal a ruling made in July that effectively puts an end to the practice of "canned lion hunting". The SAPBA took the Department of Environmental Affairs to court over their decision to ban the hunting of a captive bred lion in under 24 months post its release into a free-ranging environment. This ruling, and the subsequent decision declining them leave to appeal, effectively ensures that captive bred lions cannot be hunted as so-called 'canned trophies'. The EWT is pleased with this decision which we see as a move in the right direction to ensure that ethical standards are introduced back into the consumptive utilisation of wildlife as a resource.

Less positive however, is the sudden increase in poaching of White and Black Rhino with at least 84 rhinos being poached in this country between January and September this year. Rhino remain secure as a species, but this worrying trend presents a major challenge to private and government conservationists alike, as the driving force behind this trend seems to have far greater resources and an insatiable market that may well spell disaster for this species in the next few years. Unfortunately this upward trend in the trade in threatened species is not limited to rhino and we are noticing similar trends in the trade in wild birds (and their products) and a number of other species. It seems that despite global threats to biodiversity such as climate change and habitat destruction, direct persecution of wildlife remains an ongoing threat to many species and presents a significant challenge for the EWT. To find out more about what the EWT is doing to address this trade, please visit our website.

The EWT cannot do this work alone and thanks its many partners and supporters for ongoing





Supported by:

OCTOBER 2009

support during these tough times. In recent days, the Trust has received support from Barloworld, The Anglo American Chairman's Fund, The International Rhino Foundation, Vodacom, the SA Mint, Distell and the Altron Group. Thank-you for your support in conserving South Africa's threatened species.

Yolan Friedmann

OUTCRY OVER UNILATERAL NAME CHANGES

Arts and Culture minister Lulu Xingwana's announcement in the Government Gazette that she had approved the changing of 42 place names caused an outcry from opposition parties and organisations. Xingwana's announcement that 28 names in Mpumalanga, one in Gauteng, five in the North West and 11 in KwaZulu-Natal would change, was published in the Government Gazette on Friday. Thirty-seven of these were approved on July 28 and five changes were approved on September 18.

While the Democratic Alliance (DA) said it would submit questions to Xingwana, demanding an explanation on the approval, the Afrikanerbond sent a letter to President Jacob Zuma asking him to intervene. The Freedom Front Plus (FF+) also said it would send a letter to Zuma.

The DA was concerned about the process followed to approve the names. "According to reports, the public had until October 16 to submit comments or objections relating to the proposed name changes. Sadly, this date was not widely publicised and few persons knew that the deadline for submissions had been set," spokesperson Anthony Benadie said. Benadie said no decision had been taken by the Mbombela Town Council to change the name of Nelspruit to Mbombela. "DA councillor Gerhard De Bruin has confirmed that not even the local name changing committee has approved such a change, let alone the full council."

He said the local name changing committee agreed not to consider changing the name of Nelspruit until after the 2010 Soccer World Cup.

More than 600 businesses in Mpumalanga are seeking legal advice on how to challenge what is believed to have been a flawed name change process, following the renaming of Nelspruit to Mbombela, says a report on the News24 site.

TENNECO INC. AWARDED \$24 MILLION THROUGH U.S. DEPARTMENT OF ENERGY ADVANCE TECHNOLOGY LOAN PROGRAM

Company is First Automotive Parts Manufacturer to Receive Federal Funding as Part of the Department of Energy's Advanced Technology Vehicles Manufacturing (ATVM) Incentive Program

Lake Forest, Ill, October 27, 2009 – Tenneco Inc. (NYSE:TEN) today announced that it has been awarded a \$24 million conditional loan commitment as part of the U.S. Department of Energy's Advanced Technology Vehicles Manufacturing (ATVM) Incentive Program. The funding will



Supported by:

OCTOBER 2009

support the engineering and manufacturing of emission control products designed to achieve environmental and fuel efficiency objectives for nine advanced technology vehicle programs.

Tenneco is the first automotive parts supplier to be selected by the U.S. Department of Energy (DOE) to receive federal loans from the ATVM incentive program. To date, four vehicle manufacturers have also been awarded conditional loans under the \$25 billion ATVM program.

"We're very proud to have our advanced emission control technology recognized as critical to the development of more energy efficient cars and light trucks that meet increased standards for corporate average fuel economy, while also meeting new, more stringent standards for vehicle tailpipe emissions," said Gregg Sherrill, Tenneco Chairman and CEO. "We're honored to be the first automotive supplier chosen by the Department of Energy to take part in the ATVM incentive program."

The funding will be applied to the design, engineering integration and production of key aftertreatment and exhaust components manufactured by Tenneco, including: catalytic converters, diesel oxidation catalysts, diesel particulate filters and selective catalytic reduction (SCR) units. Each component reduces the release of harmful pollutants, such as hydrocarbons, particulate matter and nitrogen oxide (NOx) into the environment. Tenneco's diesel oxidation catalysts can reduce up to 90 percent of hydrocarbon and carbon monoxide emissions and its diesel particulate filters can reduce particulate matter emissions by up to 95 percent.

The DOE funded systems will be engineered at the company's state-of-the-art emission control engineering center in Grass Lake, Mich, and manufactured at Tenneco facilities in Ligonier, Ind., Litchfield and Marshall, Mich., and Seward, Neb. for use in vehicles as early as model year 2010.

In addition to producing these components for passenger cars and light trucks, Tenneco is on the forefront of the efforts to reduce commercial vehicle emissions and has been awarded production and development contracts to supply similar technology to a number of on- and off-road original equipment manufacturers for a wide range of applications, including on-road trucks, agricultural, construction, forestry and mining equipment, and locomotives.

Tenneco's global emissions operations include 48 emission control manufacturing facilities and four global engineering centers devoted to emission control engineering and advanced technology. The company's engineering capabilities and broad range of emission control products and systems help vehicle manufacturers address increasingly stringent emissions and noise regulations, the drive for better fuel efficiency and the emission control demands of diesel and other alternative fuel and hybrid vehicles.

ERINDI DESPERATE FOR KRUGER ELEPHANTS

The Namibia Ministry of Environment and Tourism has denied Namibia's biggest private game farm, Erindi permission to import 200 elephants from South Africa's Kruger National Park. "Erindi needs elephants desperately and the ministry has shut the door in our face," said Gert Joubert, the owner of the country's biggest game reserve. Erindi decided to import elephants after failing to source them locally after the government again refused permission to do so.



Supported by:

OCTOBER 2009

"We at Erindi have thought that we were doing the ministry and Namibia a favour by helping them relocate surplus elephant to a safe home on our reserve and their response has been nothing but negative. That is when I decided to apply for two hundred elephant from the bigger Kruger National Park area. We received an approval promptly for two hundred elephant for Erindi free of charge. All we had to do was to go and fetch them. We then applied again to the ministry for a permit to relocate these elephants to Erindi. Once again, no acknowledgment, no answer was given.

As a last desperate measure, because I did not want to embarrass the ministry by running to the media, but having run out of choices, I took the decision to see the lawyers. Six months later and N\$ 200 000 out of my pocket, Erindi Game Reserve submitted a fully comprehensive, legally correct application with every issue covered by experts addressed to the ministry. Six weeks later, we received an answer. The ministry has now proclaimed a moratorium on the import of elephant from South Africa. No explanation was given," he said.

MORE RHINOS POACHED IN KRUGER

The poaching war in the Kruger National Park intensified on Wednesday with an announcement by SANParks that seven more white rhino have been killed over the past month. This brings the total number of rhino the flagship reserve has lost to poachers since the beginning of the year to 33. According to SANParks, all seven carcasses were discovered with the horns hacked out. A fact sheet posted on SANParks website on July 27, says poachers killed 26 white and one black rhino in the Kruger in the first seven months of this year. It also shows a recent sharp rise in the number of white rhino poached in national parks and provincial protected areas around the country, with more killed over the past 18 months than in the preceding eight years.

RANGE ROVER BIG AND BEAUTIFUL!

When you're large, it's important to be well-dressed. As a 1.9m lad whose waistline won't always stay within agreed limits, I know this better than anybody. There are some basic rules that help: you don't want a broad lapel, you don't want stripes or bright colours, you don't want pleats in your trousers and you probably want to avoid double-breasted suits. I've also been told that having your top and bottom in different colours helps break up the bigness.

All I can say is, someone needs to tell the great British public. We're a big lot, as a quick look at the "X Factor" auditions will tell you. I was watching it in September and could only wonder what goes through people's minds to think that (a) they can sing and (b) they can go out of the house dressed like that.

One girl stomped onto the stage to do her bit and, although I've got a widescreen, she only just managed to fit on the telly. Why do only fat girls wear leggings? Anyway, she opened her mouth and out came a sound like... an angel? Sadly, no. More like a bull-moose being castrated. I wasn't really surprised but there are some plus-size people on the show who sing and dress. Big can be beautiful.

Take the great Great British Range Rover, the only car to have a trim level called Vogue (I've





Supported by:

OCTOBER 2009

always loved that: it's not exactly Twiggy, is it?). When most other "Made in England" cars were being hunted to extinction by the big beasts of globalisation Range Rovers just got better and more stylish, colonising driveways from Beverly Hills via Brunei to Johannesburg.

But that's the problem, isn't it? The world has changed, and now conspicuous luxury is out of fashion. Like those big-boned singers on the "X Factor" stage, to drive one of these is to expose yourself to boos, catcalls, rude gestures and - this happened to me! - people spitting on your windows.

This is the 2010 model, in range-topping Autobiography spec (two grades above Vogue) and with a brilliant new five-litre, supercharged V8. The Spittle Brigade won't like it one bit - although it claims to be more than seven percent cleaner than the old 4.2-litre V8, that still leaves it emitting a whopping 348g/km.

To put that in context, the UK government's tax bands go from less than 100g/km (the tax-exempt Band A) to more than 255g/km (the most expensive Band M). So this baby could lose a third of its emissions and still be in the "most dirty" category.

But I guarantee that if you got behind the wheel you'd find a way to forgive it. Call it fiddling while Rome burns but I see it as a last chance to try a brilliant piece of engineering. Land Rover is already working on super-green replacements for all of its engines, so let's give this one a proper send-off.

The 380kW V8 is the same one used in Jaguar's flagship XJ and the way it moves this two-and-a-half-ton lump of steel and aluminium is nothing short of miraculous. I soon found myself accelerating, cornering and braking as if I were in a sports car.

The new adaptive dampers are the kind they use in fast Mercs, Jags and Beemers, smoothing out the ride when you're on the straight and stiffening up when you turn. Where the old car rolled around like a fairground ride, this one digs into the corners. It gives you a huge sense of confidence.

Pick-up on tarmac is blistering but I also tried it out off-road - something you'd never do with copyists like the Porsche Cayenne. The terrain response 4x4 system has a new "sand launch control", better rock-crawling abilities and a gizmo that stops any alarming lurches when you're in hill descent (and if you've never tried tackling a 45-degree plunge in one of these, you should. It's cool).

The engine's all waterproofed so you can splash around in rivers - this is easily as at home in the Highlands as it is on the Chelsea school run. I drove it absolutely everywhere and couldn't fault it. Nothing much has changed about the outside - there's a new three-bar grille, side vents and indicators and the lights have been changed, but that's about it. Inside, though, it's all new clobber: I love the digital fascia (the displays disappear when the engine's switched off) and the touch-screen satnav is the best in the business.

It's the first commercial use of "dual view" technology, where the driver and passenger can each





Supported by:

OCTOBER 2009

watch different things on the same screen: she can't see your satnav and you can't see her DVD. At less than 15km/h you can even switch it to show a 360-degree view from five zoomable external cameras, which is fun.

It's comfier than most living rooms, this car. In Autobiography spec there's high-grade leather throughout, which adds to the heavy-duty soundproofing to block out almost all noise. To make it even quieter, there are wireless headphones for the kids' DVD screens in the back.

I've owned three Range Rovers. It's the only car I've ever driven where you arrive as fresh as when you left, and this one is easily the best ever. But R1 304 000? You could get a new Aston Martin for that. So would I buy one? Damn right I would - even if I have to enter the "X Factor" to afford it. I'll be the first singing chef and my sidekick will be the fat girl in leggings.

But if I win, I'm sending my new Range Rover back to the factory to be armour-plated: you get underfloor grenade protection, run-flat tyres and B6 ballistic shielding. Next time people start spitting at me, I'll be safe as houses. - *Daily Mail*

PRIVATISATION OF CAMPSITES IN BOTSWANA!

Hello

The website has been updated with new information on the private operators of DWNP campsites. Contact #s, email, rates, etc. Come by and visit, here's the link: <http://maunselfdrive4x4.webs.com/dwnpreservations.htm>

Regards,

maunselfdrive4x4

<http://maunselfdrive4x4.webs.com/>

HICA 2009 CONFIRMS AN IMPRESSIVE SPEAKER LINE-UP

The third annual, Hospitality Investment Conference Africa (HICA) has confirmed an impressive speaker and topic list, as excitement builds for the event due to take place from 4-6 November 2009 at the Sandton Sun.

Day one of the conference will include an in-depth discussion around the Global and African Hospitality performance with leaders of some of leading global hospitality brands active in the continent. The UNWTO (United Nations World Tourism Association) has been publishing a Quarterly World Tourism Barometer since 2003 and there are many forms of information and statistics around tourism and hospitality which are being published. The conference plans to explore ways to improve and introduce data which enhances investor confidence and insights into Africa.

The first global leader's session will be moderated by Nawfal Bendefa, Senior Vice President of International Hotel Development at Marriott International. Panel speakers for this session include Arthur de Haast, Global CEO of Jones Lang LaSalle - a global consultancy offering services including investment sales, mergers and acquisitions, capital raising, asset management, operator selection, industry research and project development services. Arthur is responsible for 235 hotel experts in 26 offices worldwide and extensive experience within the global hotel and is





Supported by:

OCTOBER 2009

a regular commentator on the global hotel investment market. The second session around Africa's performance will be moderated by Mr Joop Demes, CEO of Pam Golding Hospitality - part of the Pam Golding Property empire and includes speakers such as Steve Fitzgerald, CEO of & Beyond. & Beyond is a highly successful hospitality organisation with roots in Africa that has expanded operations and business models into India and Latin America.

Steve will provide an African perspective but also has a good understanding of global requirements from his extensive experience. Day two will see the conference opened with an address by South Africa's Minister of Tourism, Marthinus van Schalkwyk on where the government sees growth potential in the industry in terms of investment focus. Legislation and policy around tourism is currently under review in the country and a revised White Paper on the industry is expected in 2010 providing opportunities to address issues such as investor incentives and minimising red tape to maximise growth.

In addition to the above key topics, the conference is lining up speakers who will provide insights into hospitality investment opportunities in Mozambique, Nigeria and Angola on the continent for the second day and a face-to-face interview with Kurt Ritter, President and CEO of the Rezidor Hotel Group. Kurt is highly acclaimed as the longest serving CEO in the worldwide hotel industry and under his leadership, Rezidor has become one of the fastest growing hotel companies in the world with 5 hotel brands in over 60 countries, and is now listed on the Stockholm Stock Exchange. Winner of two Lifetime Achievement Awards, Kurt Ritter is considered one of the most respected and accomplished leaders in the hospitality industry worldwide and delegates to the HICA conference will afford the opportunity to learn firsthand something about what makes a hospitality organisation great.

Day three sees the day opening with a robust discussion on the "Green Imperative" and what investors will need to consider in the coming years. This session will be moderated by Ms Jennifer Seif, Executive Director of Fair Trade Southern Africa (FTTSA) a passionate advocate for sustainable and responsible development and certification on the continent. Later in the day, the question of whether sustainable development and community beneficiation can co-exist profitably will also be explored.

Given the current economic climate, no investment conference would be complete without exploration into the effect of the global recession on the industry, including the debt and lending relationship, the changing travel demand figures and return on investment measures. HICA have secured a number of excellent speakers on these topics including Mr Pieter de Bruin, Head of FNB Commercial and Kamil Abdul Karrim, MD of Pam Golding Tourism & Hospitality Consultancy, Arthur Gillis of Protea Hotel Group and Graham Wood of Southern Sun - to mention a few.

For those who have not yet registered for this must attend conference, log onto www.hica.co.za and book your place now or contact Zelda Coetzee of Imfunzelelo Tourism and Events on 021 762 1442 or email her on Zelda@imfunzelelo.co.za





Supported by:

OCTOBER 2009



Bhejane 4x4 Adventures
Web: www.bhejane.com
PO Box 132, Wittedrift, 6603, Plettenberg Bay

mobile: 082 323 3561
E-mail: info@bhejane.com
Reservations: Tel/Fax: +27 (0)44 535 9257

BHEJANE NEWS

Hi To Our Bhejane Friends

I hope this mail finds you all well and that you and your families had a safe and blessed festive season. Down here along the Southern coast, we've had a great season of off time with our families. The break was wonderful after a busy 2008 safari season, thanks to all of you.

We ended off our season taking part in a very rewarding activity in conjunction with South African National Parks Board. As some of you know we have a concession (4x4 route) in the Garden Route National Park known as [Secrets of The Knysna Forest](#). One of our commitments to neighbouring communities around the Park is to involve school children in the educational side of the Forest. We were in the fortunate position to take 500 learners into the deep Knysna Forest during November 2008.

Well back to the present the wonderful news from our side is that as of the beginning of this year [Bhejane 4x4 Adventures](#) is the official tour operator for DRIVE OUT and WEGRY magazines. This is a great honour for the whole Bhejane family and I am so proud of the team that have worked so hard to achieve this. Please don't be concerned as this will not affect the way we operate or our pricing or availability.

Talking about availability those of you who are still planning to join us this year please do not leave your bookings to late as all the trips for 2009 are filling up really fast. We have already put in an extra [Trans Kalahari Ghalagadi](#) trip from 28 April to 7 May and have plans for extra [Mozambique](#) trips as well.

As far as the Bhejane team goes, all is well. The guys are all geared up for the new season and ready to go. Douwe and family have moved to Beaufort West, his home town where they are really happy. John and Salome have tied the knot and we would all like to take this opportunity to wish them a blessed and happy life together. Vermaak and his family have moved down to join us in Wittedrift and I am so grateful to have him take over the equipment and food store.

Once again thank you, to all of you and please stay in touch.

Kind Regards

THE BHEJANE BOYS

January 2009

PIONEER PLASTICS
Anything's Possible
WE SPECIALISE IN CUSTOM MOULDINGS
www.pioneerplastics.co.za
Tel: 012 541 6000



Supported by:

OCTOBER 2009

From the Tracks – Reader Feedback

NEWSLETTER READER FEEDBACK (ANGOLA)

Ons is veilig terug, het Vrydagaand 25 Sept. so 19h20 by die huis gekom. Ek sal 'n volledige verslag voorberei in die volgende weke maar in kort het die toer as volg verloop:

Slaap Vrydagaand 28 Augustus by Botsalano wildtuin naby Zeerust/Mafikeng na ons 14h30 uit Pretoria weg is. Vertrek 07h30 en ry deur Botswana, kamp by Gobabis dam. Sondag deur Windhoek toe waar ons by vriende kuier en slaap. Vertrek 06h30 uit Windhoek en gaan so 16h00 oor die Ruacana grens Angola in.

Ry 11km en kamp in droë rivierloop. 1 Sept. ry ons 195km in ruwe terrein in rigting van Kunene mond en kamp weer in die bos. Volgende dag 190km in dieselfde tipe terrein oor Pediva Hotsprings. Help plaaslike inwoners om hulle 2 ton bakkie vol klippe aan die brand te sleep en kamp langs die pad by die sandsteen kranse naby Buroca River Valley. Besoek, Lake Arco, Tombua en ry Flamingo lodge toe waar die kamplek sonder water is en hulle 'n huisie oopsluit waar ons die stort en die toilet kan gebruik. Bly 2 nagte teen Us \$20 pppn. Oor Namibe waar ons 92 kwanza vir 'n Us\$ kry en diesel gooi teen 29 kwanza per liter, in effek R2.46 per liter, ons het R7.82 per Us\$ hier betaal. Op pad na die Leba pas koop ons 'n groot sak houtskool wat die hele toer hou.

Leba pas is asemrowend, besoek waterval voor Humpata, besoek dorslandtrekkers gedenknaald en begraafplaas en ry tot by Palanca Negra lodge wat Us\$ 20 pppn vra om te kamp sonder geriewe en nog Us\$80 as hulle 'n huisie oopsluit vir 'n stort en toilet. Besluit hulle is mal teen daardie prys en ry Christus Beeld toe en daarna Casper lodge toe in Lubango wat \$15 pppn vra om te kamp. Baie mooi plek maar daar is nie amptelike kampeerplek nie, hulle wys ons 'n stukkie gras waar ons kan kamp en vir stort en toilet sluit hulle die werkers toilette oop by die Laundromat. Besluit ons doen beter in die veld en vat die pad in die donker berg uit Tundavalle toe. Lekker ge-boskamp en besoek die volgende oggend die geweldige hoe afgrond. Ry berg af Lubango toe, gooi diesel en vat die pad Lobito toe.

So 120km mooi teer dan 50km slegte grond en dan weer mooi teer. Kom laatmiddag (Sondag) by Zulu Restaurant aan. Duisende mense en jy kan nie binne 'n km van die plek stop nie. Ry toe terug Baya Farta se kant toe en vat 'n paadjie die veld in waar ons in rus en vrede sonder 'n siel in sig kamp. Volgende dag die mooi plekke naby Baya Farta bekyk en weer Lobito toe waar 6 tamaties in die Shoprite so R70 kos. Los dit en kry toe later tamaties langs die pad vir R10. Na Sumbe vat ons 'n pad regs uit vir so 25km en besoek 'n pragtige waterval. Ry verder en kom later op Cabo Ledo aan waar ons by Queiroz se plek inboek.

3 Nagte kos ons \$90, hulle sluit ook 'n huisie oop vir stort en toilet en ons bly een dag rustig, stap op die strand en die volgende dag het ons gaan kyk hoe lyk dit by Kwanza River Lodge en die res van die dag ook ontspan. Het dit baie geniet en moes nog 'n dag gebly het. Ry toe aan, verby





Supported by:

OCTOBER 2009

erosie (Maanlandskap) voor Luanda, ry om Luanda, gooi diesel, ry mooi teer na Barra do Dande en daarna vrek sleg pad tot net verby Nzeto. Orals veldbrande en kamp op swart stuk waar die vuur ons nie kan oorval nie. Volgende dag die baie slegte pad tot by Soyo, neem fotos van die Kongorivier wat maar 'n teleurstelling was aangesien jy nie die rivier mooi kan sien nie, orals is die plaaslike mense se "shacks".

Vat die pad terug en is die volgende dag terug by Luanda. Koop 127L diesel op die swartmark teen R4.45 nadat die plaaslike inwoners die vulstasies leeggekoop het. 'n Saterdagmiddag, lyk my dit is algemeen oor naweke. Het gelukkig 'n Racor tregeter/filter wat hope sand opvang voor die diesel in die tenk beland. Ry aan in die rigting van Dondo en kamp onder 'n skoon stuk waar 'n kraglyn loop. Volgende dag diesel op Dondo gekry en vat die pragtige roete oor Lucala na die Kalandulla valle.

Deur 'n reenwoud en die valle is pragtig, staan nie ver terug vir Vic valle nie. Plaaslike kind tree as gids op en ons stap tot onder vanwaar ons pragtige fotos en video neem. Vat die pad na die klippe by Pedras Negras waar ons kamp. Hierdie dag was 'n hoogtepunt, ons het nou ook die plekke gesien wat ons wou sien en voel ons het bereik wat ons beplan het. 'n Warm stort en 'n rustiger pas lyk toe baie goed, daar is buiten by Flamingo geen amptelike kampering in Angola wat ek van weet nie, jy bly in die bos en kry waswater uit riviere. Al ons kos en drinkwater was saam uit Pretoria. Ons besluit om te druk vir die grens en 'n week in Namibië te ontspan.

Van Pedras Negras ry ons toe 'n ander pad terug Dondo toe, kry diesel en ry tot by Aldeira Nova by Wako Kungu. Hulle maak roomys en yogurt maar besluit toe om nie te koop nie aangesien dit in groter maat verkoop word en ons nie baie plek in die yskaste het nie. Stoot aan, gooi diesel op Huambo wat vir my die beste dorp in Angola was, sien hier ook die eerste en enigste robot in die land sover. Dit is al laat en nadat ons deur Caala is, kry ons 'n paadjie en kry 'n rustige kampplek agter 'n graniet kop.

Ry so 07h00 en besluit om te druk vir die Oshikango grens. 'n Deel van die pad tussen Huambo en Lubango is nog baie sleg en ons kom eers 14h30 in Lubango. Vat weer diesel, ons kan 1300km met vol tenks ry maar ons vat goedkoop diesel waar ons kan vir geval ons nie weer kry nie. Ry so 15h15 uit Lubango, die eerste 150km is mooi teer, dan mooi grond dan so 100km baie slegte pad wat ons langs die pad op 2 spoor paadjie ry en dan weer goeie teer tot by Ondjiva wat ons so 23h45 bereik. 17 Uur op die pad so ons slaap toe by die vulstasie wat 07h00 eers oopmaak. Gooi vir oulaas goedkoop diesel en is so 10h00 terug in Namibië.

Ruil ons oortollige kwanzas vir Nam \$ by Portuguese Wholesalers en ry Etosha toe. Slaap 'n nag by Namutoni, sien baie Damara Dik Dik bakkies, slaap by Halali, sien hoe 'n leeuwyfie 'n springbok vang en gaan uit by die hoofhek naby Okaukuejo. Kamp lekker op gras by Etosha Safari Lodge vir R170. In die park kos kampering R200 pppn plus R130 dagfooi vir ons 2 en die voertuig. Vandaar oor Outjo na Aba Huab naby Twyfelfontein waar ons kamp. Op in die Aba Huab rivier waar ons 'n woestyn olifant na 18km kry, daarna na Brandberg White Lady Lodge naby Uis. Volgende dag Alte Brucke toe op Swakopmund vir 2 aande, toe na ons vriende op Windhoek vir 2 aande. My vriend het 'n Cessna 210 vliegtuig tot sy beskikking en Donderdag het ons vir 2 ure in Swakop se rigting gevlieg en die Gamsberg en dele van die Namib uit die lug





Supported by:

OCTOBER 2009

gesien. Baie laag oor die duine gevlieg wat 'n ervaring was. Vrydag 05h15 uit Windhoek en
19h20 by ons huis in Pretoria.

Baie ervaar, sal uitbrei as ek 'n volledige reisverslag skryf. Geen probleme met voertuig of afpersing of by grense nie so alles het seepglad verloop waarvoor ons baie dankbaar is. Totale km was 10691 en het 1628 liter diesel gebruik vir 'n gemiddeld van 6.56 km/l. Nie sleg vir 'n 4.2L bakkie met 'n ton ekstra gewig op nie.

Pierre de Wet

Tel: 011 350 4145 / Cell: 082 467 0952 / pierredw@absa.co.za

REMINDER TO ADVENTURERS

CHRISTMAS SERENGETI EXPEDITION 2009

WONDERING WHAT TO DO THIS CHRISTMAS... IT IS NOT SO FAR AWAY YOU KNOW...

The Christmas Serengeti Expedition runs from Kasane in Botswana through Zambia and Malawi to Tanzania and then back to RSA via Zambia and Botswana. Enjoy the soft waters and beaches of Lake Malawi; spend Christmas wiggling your toes in the white sands of Zanzibar; relive the slave trade and old spice routes on Zanzibar; see Mt. Kilimanjaro (cloud cover willing); see the New Year 2010 in with the adventurous air and feel of the Ngorongoro Crater and the Serengeti; see the wildebeest; experience the smells and textures on a coffee farm; visit "Africa House"; do a moonwalk at Kapishya Hot Springs; and so much more...

We have been doing this particular expedition since 1999/2000 - the Serengeti Millennium Expedition - and have been able to see the magnificent wildebeest herds every time. During December, they are in the southern parts of the Serengeti... far from the Mara River...

4X4 TRAILS AND OVERLAND TOURIST GUIDE COURSE

These holidays seem to have upset the appletart a little as not people have responded to our previous e-mail. If you are interested, please contact Jacqui urgently to avoid disappointment - the LTT course is around the 'corner'...

Next courses will only be in November 2009...

12 - 15 November 2009 in the Cape Region (Venue TBA)
26 - 29 November 2009 at Camp Africa (Louis Trichardt).

Our contact details are:

015 516 5717 Tel / Fax
082 829 5421 Jacqui's mobile

PIONEER PLASTICS
Anything's Possible
WE SPECIALISE IN CUSTOM MOULDINGS
www.pioneerplastics.co.za
Tel: 012 541 6000



Supported by:

OCTOBER 2009

082 772 6682 Dave's mobile
info@masazane.co.za
dave@masazane.co.za
April 2009

Fresh from the Bush – New Products

WASHEZI WASHING MACHINE (SEE IT AT THE NOVEMBER ENTHUSIASTS MEETING!!!!)

Please afford me the opportunity to introduce you to the WASHEZI Manual Washing Machine. The WASHEZI Washing Machine is designed and manufactured in South Africa as an alternative to the normal automatic washing machine, offering a cost effective washing solution in that it uses no electricity, minimal water and it gets the job done in a matter of minutes.

IDEAL FOR: TOWNSHIP COMMUNITIES - RURAL AREAS - CONSTRUCTION SITES - CAMPERS - STUDENTS - 4X4 ENTHUSIASTS - COMMUNAL BLOCKS - FARM LABORERS - MINE HOSTELS - FISHING TRAWLERS - or as a BACK-UP UNIT at home when electricity is in short supply.

FEATURES and BENEFITS of the WASHEZI Washing Machine are:

- | | |
|---|--------------------------------------|
| A) manually operated rotating drum unit | (no electricity required) |
| B) simplistic cost effective design | (little or no maintenance) |
| C) heavy duty light weight construction | (easy to move around or transport) |
| D) removable plastic drum | (should replacement be required) |
| E) unique design | (easy to assemble and dismantle) |
| F) easy to operate | (saves time and effort) |

SPECIFICATIONS:

5.5 kg load washing capacity
Plastic drum with screw on lid. (also makes an excellent cooler box)
Powder coated frame
Powder coated drip tray
Drum securing ring
Rubber grip turning handel

PRICE: R799-00 (Per Unit) Price Includes V.A.T

DELIVERY: 2-3 WEEKS FROM DATE OF OFFICIAL ORDER
(Price quoted excludes delivery)

Please notify us of your requirement by e-mail to washezi@iafrica.com or visit our website on www.washezi.co.za for more information.

PIONEER PLASTICS
Anything's Possible
WE SPECIALISE IN CUSTOM MOULDINGS
www.pioneerplastics.co.za
Tel: 012 541 6000



Supported by:

OCTOBER 2009

Best Regards
Gerard Pienaar / **WASHEZI AFRICA**
Ph: 041 373 8811 / Cell: 082 451 1431 /
Fax: 086 684 7673
It's a **REVOLUTION**

UPGRADE FREEFORM HEADLIGHT (LR DEFENDER OWNERS TAKE NOTE!!!)

It has been said that a Land Rover Defender's headlights purpose is to ensure that other people can spot you in the dark !!! Introducing an upgrade to improve your night driving and safety -

The modern 'Freeform' type light has an unpatterned lens. The optics that aim the beam and give the Left Hand and Right Hand dippings are designed into the complex reflector. This assists in giving a much more defined beam pattern and better brightness.

Their special lens gives good long range vision while also projecting a beam to the side for improved vision when turning and improving your view of the verge at night.

The lens is manufactured from Lexan plastic and very tough. The lights can be fitted by yourself in 20 minutes tops!

This freeform light looks really very good and enhances your Land Rover's appearance as well!

Pair of new Lexan lights only (retaining standard bulbs) (not recommended) - R 1100
Pair of new Lexan lights including offroad bulbs H4 12V 110/100Watt - R 1400

Prices are collected and exclude P & P in South Africa

Andrew Faber
Chuma Systems - 4x4 Accessories

Cell - 084 528 4368 / Fax - 086 545 3378 / EMail - andy.faber@vodamail.co.za
EMail - chumaprojects@vodamail.co.za

NEW FRONT RUNNER PRODUCTS

We have just introduced a newly designed product to our Jack Accessories range of products. This new jack adaptor eliminates the problem of going away and forgetting your adaptor at home. This is because the new adaptor slips into the handle of the jack and is then carried attached to the jack shaft.



PIONEER PLASTICS
WE SPECIALISE IN CUSTOM MOULDINGS
www.pioneerplastics.co.za
Tel: 012 541 6000



Supported by:

OCTOBER 2009

Our Heavy Duty Tyre Repair Kit now comes in a very nice water proof bag.



The Front Runner Dry Bag which retails for **R 165.00** has proven to be very popular and with the rainy season upon us, stock is moving very fast. So if you don't want to get caught out come busy season with no stock on the shelves, get your orders in fast.



A lot of Discovery 3's are now on the market out of warranty and the owners are looking for winches for these vehicles. So we are happy to inform you that Front Runner have designed a very nice, discreet and strong winch plate for behind the bumper of the Discovery 3. This is **NOT** a Land Rover approved product and we do not sell the Land Rover approved winch for the Disco 3 either. This is an after market bracket designed to allow an integrated fitment of 9000lb winches.

PIONEER PLASTICS
Anything's Possible
WE SPECIALISE IN CUSTOM MOULDINGS
www.pioneerplastics.co.za
Tel: 012 541 6000



Supported by:

OCTOBER 2009



We now also offer a compressor bracket for the Land Rover Discovery 3 that fits into the engine compartment just behind the left front head light. It is a steel bracket primarily designed to accommodate the fitment of a compressor, but can be used for mounting other accessories as well.



After the huge success with had with our Defender tail light guards, we decided to add a range of headlight protectors to our Land Rover range. These new protectors mount onto the grill and cover the head lights of the Defender. They come in black powder coated steel and are available off the shelf immediately.



PIONEER PLASTICS
Anything's Possible
WE SPECIALISE IN CUSTOM MOULDINGS
www.pioneerplastics.co.za
Tel: 012 541 6000



Supported by:

OCTOBER 2009

We have also added to our range of Defender protector plates, the square type tail light protectors.

SPECIAL CHRISTMAS OFFER

FESTIVE SEASON PROMOTION!
LAND CRUISER 70 S/WAGON
2.4M ROOF RACKS
R4995.00

Limited quantity available!

NEW DVD's AVAILABLE FROM SAFARI CENTRE

Die DVD waarvoor almal gewag het, is nou beskikbaar!



André de Villiers se nuwe DVD : "Gevorderde Hindernisry"

In hierdie DVD maak André 4x4 bestuurders touwys oor hindernisry. Hy gee praktiese gevorderde 4x4 bestuurswenke en rus 4x4 entoesiaste toe om hul voertuie optimaal te benut. Normale Prys R 179-95

BEKENSTELLINGSAANBOD vir die
MAANDE **NOVEMBER EN DESEMBER**
is "Gevorderde Hindernisry" beskikbaar
teen slegs **R 149-95**.

Maak gebruik van hierdie aanbod wanneer jy jou Kersinkopies doen, en gee hierdie Kersfees iets waaruit die ontvanger sommer baie lank, baie genot en waarde gaan put!

Die vorige DVD "4x4 vir die Beginner" is ook steeds beskikbaar. In hierdie DVD word die nuwe 4x4 bestuurder prakties die moets en moenies van 4x4 geleer ten einde veldrysituasies suksesvol en veilig aan te pak. Prys R 179-95.

PIONEER PLASTICS
Anything's Possible
WE SPECIALISE IN CUSTOM MOULDINGS
www.pioneerplastics.co.za
Tel: 012 541 6000



Supported by:

OCTOBER 2009

The Dusty Way – Club Trips, Reports & Feedbacks

BRIDGESTONE GPS COMPETITION

The 4x4 Fundi Challenge Final which took the format of a GPS challenge started two weeks before on the evening of the 2nd October 2009 with a briefing at Bridgestone South Africa Headquarters in Isando. The briefing lasted two hours and more of a debrief of the 2008 4x4 Fundi Challenge GPS event. The approach to the 2009 event was explained and the rules confirmed. Unfortunately the brief was not attended by all the contestants which cost them points in the end as they came unprepared.

The logic behind the 2009 final and GPS event for the year, was that of a 4x4 Tourist Guide taking paying clients into Botswana on a guided tour. What would he do to prepare himself with regards to navigating in the remote parts of Africa what precautions he would take not to get lost.

My idea was not only to test the contestants GPS skills as anyone can press the buttons of a GPS device but also to test their navigation skills. Johan Mostert had attended a previous event where we had done a short night navigation exercise and requested that this event be done at night as the dark adds a totally new dimension to the word navigation. Anyway nothing ever really goes wrong during the day other than getting a flat tyre or getting delayed. And then that's when it gets dark and the fear of the unknown comes into play. With the dark people get disorientated and then get lost.

The following Monday the planning of the route started in all earnest. After the Friday night brief where I received my guidelines, not before so that I did not give the game away during the brief. My initial route planned was 733 km which would have taken approximately 15 hours, I had to do some serious cutting. After some reconsideration I got it down to 400km. Once the route was a concept I had to then check it out, so I got into my Nissan X Trail and drove the planned route cutting some points out and inserting others.

This event had to give the contestants practical experience and allow them to have fun. Later enabling them to navigate in the unknown with confidence and knowing that they will not get lost.

The route had to have different synorious exposing the contestant to different situations that could arise. During the day thing are easily manageable as one can always orientate oneself using nature's navigation aids. At night these natural aids disappear and one easily becomes disorientated. The route had to be adventurous but at the same time instilling confidence into the contestants and allowing them to start trusting their GPS devices.

Many a time the GPS will give you answers but which are correct? So the contestants at times had to use a bit of common sense, which is not always obvious, like keeping to main roads until near your destination and only then breaking away to small and less important roads.

The 4x4 Fundi Challenge 2009 final eventually got underway at 19h30 on the evening of the 17th October 2009 at Bridgestone's Headquarters. The first thing that happened was that the drivers and navigator were split into two groups for two different briefings. This time round it was not only





Supported by:

OCTOBER 2009

the drivers that were involved and had to do all the work. This was an excellent idea of Johan's to split the team during the briefings on the night. The rules were confirmed and signed to acknowledge that they knew the rules. Questions answered and the route was handed out in a booklet format. At 20h00 it was GO.

Each team had to show to a marshal their two working GPS devices (one as a backup) and there maps in case something did go wrong. On this trip a Street map or road atlas was more than sufficient. The positioning of the GPS's in the vehicle was also checked, that the device could not cause harm in the case of an accident. A GPS device becomes a loose missile if positioned in front of the airbags during an accident.

The first point was the Bridgestone main gates location in the South African Grid format or more commonly known as LO or the Gauss format, used by Land Surveyors in South Africa. The reasoning behind this was that this format is not suited for navigation and therefore exposing the contestants to the formats problems while still in a known area. I always say do not expect me to teach you the LO co-ordinate format in five minutes when Land Surveyors go to university for five years to learn it, keep to your format that is designed for your application. The reasoning is that the LO or SA Grid format can have negative values and if not correct applied they can create kilometer errors.

The point at the gate was used to teach the contestants to always mark a known easily identifiable point in case you have to backtrack when a crisis arises. In the Army we were always taught in Afrikaans "foote op die grond" establish a safe firm base where you can always move back to.

The basic's of navigation are:

1. Know where you are
2. Know where you are going
3. Know where you have come from
4. Keep orientated (maybe the most important)
5. Have an alternative route

From Bridgestone the contestants had to drive to East Rand Mall but on written directions. Drive 200m and turn left then travel 350m to N12, turn right over railway line till etc etc step by step navigation. The problem that now arose was that these directions did not all end up at the same place at the East Rand Mall. So the teams that were following each other ended up at the incorrect points. There were three different points that had to be identified in a close proximity but not close enough that they could accidentally be incorrectly identified. All these points were fast food outlets.

The next point was a common point for all the routes at Rand Airport main gate.

The third point was a projected distance and direction on a true bearing from Rand Airport. The point was the Total Pit Stop parking area next to Steers north of Heidelberg. This through about a third of the contestants, who never arrived at the point. The point's co-ordinates had to be





Supported by:

OCTOBER 2009

calculated in the Latitude and Longitude format. A 30m error was allowed as 30m is still visual. 50m and greater becomes problematic especially at night. At this point the Off Road 4x4 Club Marshals asked general navigation questions to the value of 50 marks.

1. Where is north? On the 17th of October 2009 there was no moon and no stars due to cloud and rain on which to orientate oneself.
2. What time is sunrise tomorrow at the end point (the GPS now becomes a general planning aid)
3. How far is Cape town from the current location
4. Position yourself on the supplied 1:50 000 topographical map (the correct map was supplied), 50% of the contestants could do this even with an error of 500m allowed.
5. What distance have you traveled so far (a control measure)
6. What is magnetic declination at the location, as this is constantly changing every few kilometers. Etc.

Then just as they were leaving the marshals gave them a co-ordinate of an additional point on route. This time they had to listen carefully and write the co-ordinate down correctly. Writing down a co-ordinate incorrectly is a common mistake and a problem that always needs to be checked by a second person as we do not always see our own obvious mistakes.

From this control point the contestants made their way south of Heidelberg to a point and then in a north easterly direction to Nigel. One of the filler points had to be calculated again by means of a direction and distance except this time the direction was a back bearing and had to be adjusted by 180°s, before the point could be calculated. Not to make it too easy, the point's co-ordinate had to be given in the UTM co-ordinate format which is the preferred co-ordinate system in most of our neighbouring countries. The UTM co-ordinate format is metricated and very similar to the old 6 figure grid reference we were taught in the army except this is a 13 figure grid format and now defines the point to meters. UTM is far more user friendly once you understand it.

In Nigel the teams again split in different directions to different historic points 2 km apart to ensure no one followed the other team. At each location the teams had to stop and get required detail at the point.

Marking of the route questionnaire was strict and if the co-ordinates were not defined correctly to within an accuracy of 1" or 30m points were not allocated. Co-ordinates written down with incorrect symbology were also penalised. This was a contest with big prizes so the marking had to be strict to enable us to sort the sheep from the goats.

From Nigel the teams made their way to the N17 where they had to trust the information given to them on the route questionnaire, as if you did not you could not find the exact turn off point. I struggled to find the point myself during the day and only found it when I approached from the opposite direction. The teams then had to navigate through Endicott to a point that should have taken them through the 4x4 element of the contest. Five preselected obstacles on a 4x4 track. Normally a hectic route during the day, but at night testing the driver's skills. Due to the rain this phase had to be cancelled as the conditions after the rain became dangerous.





Supported by:

OCTOBER 2009

The next few points lead the contestants to the Speedy dealership in Delmas with the first contestants arriving at 01h30. 5½ hours into the event. Their arrival was very welcome as at long last the marshals had something to do. The wind was blowing with a fine drisel every now and then. Must admit the local dogs did not take too kindly to our presence. A contestant did drive past at approximately 01h10 but at speed and from the wrong direction. Due to his hast and incorrect approach they did not see the marshal point which cost then nearly an hour. The only way we at the point knew it was a contestant is the large Bridgestone stickers on the side of the vehicle.

The road to Delmas was mostly on back dirt roads that were at times reduced to slush not even mud and at 20km/h I was finding myself drifting forward but diagonally across the road. During this stage of the event I saw quiet a lot of night life, jackals, duikers and owls etc. Not that I could identify all the animals as I had to concentrate on my driving.

From Delmas the contestants made their way to a point on the Delmas, Pretoria road where they had to turn off onto a service road parallel to a railway line. This added to the adventure of the unknown ahead and the sharp fall offs to the sides. The adventure was only obvious when a train drew up next to you unannounced in the dark. The trains engine noise over powering you with the monster less that 2m to the side of you travelling at a greater speed than you. This stage lasted for 20km and the driver had to keep his concentration at all times, in the dark and on an unknown road to ensure safety.

At the end of this railway service road the contestants then joined the tar road where the R25 and the R515 meet.

They then worked their way to Rayton at one stage again on a service road parallel to a railway line but with this time, a few water obstacles that had to be negotiated. No very serious but a night you would have to check out first.

As a filler point to dislocate the contestants I gave the teams a point in the sea 30km south of Port Elizabeth in the South African Grid / LO format. This was a test of common sense:

1. I would not send them to PE in this short time frame
2. This was not practical.

A test of ensuring that you have checked the information you have entered is correct and Murphy has not come to the party.

The next control points were in and around Cullanin before moving off to Speedy on Zambezi Road on the out skirts of Pretoria. This was where the last marshal point awaited them. Before proceeding onto three historic points in the centre of Pretoria, the Staat Model Skool, the building where Winston Churchill was kept captive during the Boer War, Melrose House and the SAPS Transport Museum.

The second last point was the Voortrekker Graves at Broederstroom and then the final points at African Outdoor Group opposite Peaconwood Estate and near Mountain Lake Shopping Centre.





Supported by:

OCTOBER 2009

On their arrival at African Outdoor Group all the teams except one team preceded directly to the end point office and not to the last point. Only one team defined their end point before heading to the office and therefore getting the extra bonus points. The first vehicle arrived at approximately 05h30, nine and a half hours after the start the previous evening traveling 330km of which approximately $\frac{1}{4}$ was on dirt road. The last vehicle arrived at the end point at 08h30 twelve and a half hours later.

What was interesting was that only 66% of the teams found the Total Pit Stop on the N3, the other bypassing this marshal point and losing out on the extra navigation bonus points, 20% of the total points for the event.

One team forgot to reset the GPS and their total distance for the evening was 12200km. The best was the people who for some unknown reason had travelled at a speed of 1417km (this was most probably caused by satellite signal loss) and 159km this was actual speed. These speeds contravened the competition rules and therefore penalties were applied. When downloading a few of the GPS's breadcrumbs we were able to see how people had reset their max speed feature just before arriving at the final destination and that way trying to avoid the penalties.

Again it astounds me how people still believe that PND's (Personal Navigation Devices) can be used for 4x4ing. The only PND that does the 4x4 life style is the Garmin Nuvi 500. No PND is made for that lifestyle even though the shop assistant says so. It does not have the functionality that supports off road travel and therefore any contestant that used 2 such PND's was penalised. At the end of a long night and early morning the contestants sat down to a well deserved brunch. This is something I was looking forward to as my fast food supper the night before was not the best and was not very tasty. Derick and Madeleine at African Outdoor Group did a wonderful spread with background music provide by the St Dominic's Marimba Band. I could have sat there all day listening to them play a good selection of different music. Well done girls you did you school proud.

With all the speeches behind the prize giving started at 11h00. With the tail enders, 15th place (always a special prize) and then onto the top 10. Finally after a long drawn out prize giving Riaan Venter (Mr DIY) announced the winners :

- 3rd place Kai and Bruni Vogel from the Safari Centre 4x4 Club
2nd place Sakkie Coetzee and Marius Bonthuys from the Isuzu Offroad Club
And the winners
1st place Andre and Yvonne de Villiers from the Safari centre 4x4 Club

Prizes

- 1st prize, a Echo Offroad Trailer each (driver and navigator) to the value of R130 000
2nd prize, two Garmin Nuvi 500 GPS Devices and a R2000 voucher each.,
3rd prize, two patio Cadac Braais to the value of R10 000

The 15th Position overall received R1000 vouchers for both driver and co driver thus R2000 in value. The team that came last received walking sticks for the fun.

Written by: Kevin Bolton – Member & GPS Consultant





Supported by:

OCTOBER 2009

4WD GUIDES BRAAI

We recently had a guide's day braai, with about 60 people in attendance at Groenkloof 4x4 trail and braai facilities. Kevin Bolton did a talk on Guides and GPS's / Mapping, and Alan introduced some new VHF radios available. Alan also distributed document for potential recording of RPL info, This chapter will be using it extensively to capture records of trails done.

It was great to get so many guides and their families together as the Chapter starts settling itself down and growing. 2010 will see a concerted involvement by all.

BUSH MECHANICS COURSE

A great 1st bush mechanics course was held in Gauteng recently, by us. This went down really well, and will be improved on as we progress. Feedback was very positive.

Dankie vir die reel van kurses – ek hoop dat ek NOOIT dit eendag gaan nodig kry nieSoos ons weet, gaan iets eendag wel gebeur en dit gee ons 'n basiese kennis van wat waar gebeur. Jy het gevra dat ons kommentaar lewer oor die kurses en om aanbevelings te maak vir die toekoms. Meeste voertuie vandag is so elektronies dan 'n mens voel jy wil 'n rekenaar saamneem om die “diagnostics” te toets om te sien of selfs die wiele te pap is!

Wat ek baie by baat gevind het is die fuses, wat om te doen as die voertuig nat was, glo dit of nie die gaatjie herstel op die bande (ek het 'n Makro kit gekoop en dit onmiddelik vervang), die remvloeistof en hidroliese olie, coke op die clutch wat gly, ewenaar en ratkas olie, die termostaat en die verkoeler herstel, o ja, die rescue tape wat als regmaak! As die head gasket gegaan het, ry met die radiator cap af is ook iets wat ek nooit aan sou gedink het nie.

'n Voorstel vir volgende jaar wanneer die kurses weer aangebied word: een dag is miskien te min om als deur te gaan. Wat van 'n bush mechanics naweek kamp om Vrydagaand teorie te doen en die Saterdag die prakties?

*Kind Regards
Andre Verster*

Die kursus was goed aangebied maar dit was vir my meer gekonsentreerd op “servicing” jou kar voor die tyd en hoe om dit self te doen. Ek sou meer wou gesien het oor goed wat gebeur in die veld en nie in die workshop nie.

Tipe tools wat die mense moet saam vat en hoe werk die tools. Ja hy het bietjie gepraat oor die multi meter maar daar is baie ander goed in die toolbox wat ek seker baie mense weet nie hoe om te gebruik nie. En hoe vas maak jy 'n wiel se moere as jy 'n wiel change, jy sal verbaas wees hoeveel mense weet dit nie.

Groete,
Peet





Supported by:

OCTOBER 2009

VALSRIVIER 4x4 TRAIL WEEKEND

*Hi Alan,
What an awesome weekend! Thank you. Here are a selection of pics as requested.*

*Regards
Doug*

Hallo Alan
From Den & I thanks for a great weekend, new friendships, renewed skills and a relaxed atmosphere - we could not wish for better.
Regards
The Glanvill's

*Thanks for another great weekend Alan – the river trail was great! The location and hosts were excellent – never had the Sunday Times delivered to my caravan on a Sunday morning before! Louis and Jaco (hosts) certainly made us feel very welcome. Jaco's passion for Castle Lager was outstanding and really refreshing, after the negativity I have experienced from time to time. The opportunity to go for a flight in a glider was also special. Thanks again for your efforts and coordination and for allowing us the privilege of camping at such a great venue.
Jonathan Owen*

Hi Alan,
I would like to thank you for organizing the trip to Kroonstad on Saturday. The trail had a lot to offer in the way of some tough ups and downs. It made one have to concentrate and to take correct lines so as not to make mistakes. There were a few hairy side slopes as well. We gained some more experience in the handling of our vehicles.

Many thanks to Peet for the assistance as guide for the day, he did a sterling job. Judging by the rustige atmosphere back at camp, Denise and I missed out on a good weekend away. Good to meet and chat to some old faces again. Many thanks again.
Nigel Wilshire

*Hi Alan
Baie dankie vir 'n lekker naweek....
Groete
Riaan en Joke*

Thanks for a good day on Saturday!
Regards
Wally Bergmann

*Thanks Alan for organizing such a super weekend. The rest and relaxation was really appreciated and the opportunity to experience being up in a glider was really something else. Helen and I really enjoyed it and a thanks to all our fellow campers for making it so pleasant.
Neville and Helen Black*





Supported by:

OCTOBER 2009

Hi Alan,

Thanks very much for a super weekend. Madge and I REALLY enjoyed the friendly company. We have already made some new good friends with obviously similar interests. We look forward to joining the club on some other trips. If I can assist in any way with the club, please call on me. I have time on my hands.

Regards,

Richard Wulfsohn.

NEWS FROM THE CAPE CLUB'S LESOTHO EXCURSION

Clive and I have returned from Lesotho on Saturday evening after a very successful trip to the orphanage and surrounding villages.

Our Lesotho adventure was a little different this time as there were 24 people, of which the majority were teenagers. Clive offered his services as Chef and maintenance man and together we made a positive difference. Clive's cooking is really something else and he informed everyone at the initial meeting that they would not go hungry and that "I do cook better than your mother!" which was proved true when he received a standing ovation from the team on more than one occasion for his gastronomic delights.

While he has cooking I hung doors on the toilets and shower room and built two big blackboards. After two days we loaded up the two cruisers and followed a trail to get to a village called HaBati where we were to build a classroom. The trip was uneventful and we were given a village hut as our base.

The village is at almost 3700 meters and we were out of breath all the time and together with the 4 degree temperature we decided to pull out all stops and get finished as quickly as possible. We arrived on a Sunday afternoon and started work on the classroom immediately. The classroom was to be 4m x 10m and the local community had dug the holes for the columns in anticipation. Poles were planted, concrete cast and soon we were bolting the horizontal beams in place. We never had a ladder and so my Cruiser was the scaffolding.

By evening the frame was up and by Monday evening the whole structure was finished and was ready for the roof. Due to the high winds he had to fix everything with hurricane clips, which involves 8 nails per plate which equates to almost 1500 nails hammered in in two days.

The construction team consisted on Clive, Greg and an interesting chap called Graham who had offered to help. Monday evening the weather started changing and we decided to get the roof sheets on as soon as possible and get out of the village before the roads were impassable.

Tuesday morning we started fixing the roof sheets and by lunch time the roof was on and we were ready to depart for Semonkong.





Supported by:

OCTOBER 2009

In Semonkong we experienced a heavy rainstorm which generated black slippery mud and this saw Clive and I sliding down the mountain. Anyway the cruisers are lifted and have rock-sliders and so we came to no harm.

We are all looking forward to the next trip in April 2010.
Greg van der Reis

FIRE AT BASOTHO CULTURAL VILLAGE REST CAMP IN GOLDEN GATE RAZES 9 UNITS

In the early hours of this morning (Tuesday, September 2009) a fire raged at the rest camp of the [Basotho Cultural Village](#) in the [Golden Gate Highlands National Park](#). Nine of the 24 units in the rest camp have been destroyed by this fire, the cause of which is as yet unknown.

Park Manager, Johan Taljaard said that the fire seems to have begun between 02h00 and 03h00. The current unconfirmed observations indicate that the fire started among the units on the left hand side of the camp between the road and the reception area. "It is not clear how this fire started and we will have to wait for the results of the forensic investigation report," said Taljaard. He also confirmed that the rest camp will be closed until further notice, but the other areas of the Village, like the museum, will still be operational.

The Basotho Cultural Village saw its first visitors from December 2008 and has been a popular attraction for visitors to Golden Gate Highlands National Park. The rest camp has been fully booked for the upcoming holiday on the 24th of September and SANParks will be contacting all affected clients to either arrange alternative accommodation in the park or to reschedule their bookings.

SANParks apologises for the inconvenience caused to its valuable clients, due to this unfortunate and unforeseen occurrence, and will be consistently updating the public as progress is made.

2010 SCHOOL CALENDAR

The Education Department has announced that next years South African school's winter vacation period will be extended to ensure that schools are closed during the 2010 FIFA World Cup. This is to prevent pupil and teacher absenteeism during the matches, as well as lighten the load on the public transport system.

The 2010 FIFA World Cup will be held from the 11 June, with the final match and closing ceremony being on 11 July. The school term will end just two days before kick off and start again two days after the tournament final and closing ceremonies.

The Gauteng Education Department has provided a term calendar on its website that lists the following dates being applicable for the 2010 winter break: last day of the second term is 9 June, with the first day back for pupils to start the third term being 13 July. In terms of actual school days, this means a holiday of 22 days, as opposed to the usual 15. These dates apply to all nine provinces.

The Education Department has confirmed the approval and gazetting of the school calendar, thus





Supported by:

OCTOBER 2009

making the aforementioned dates official. The Department has however insured that there will still be the usual 195 school days during the course of the academic year, as per prescribed policy.

Private schools that are members of ISASA (the Independent Schools Association of South Africa) have also amended their calendars: the schools that usually run a four-term year will follow the State Calendar as per the Education Department. The schools which normally follow a three-term year will next year follow a four term calendar, which is similar to the State calendar, except for differing dates regarding the end of the third term and the whole of the fourth term.

They too will be closed on the same dates as all the other schools during the 2010 World Cup. The amended calendar is available for download on their website. The 2010 Local Organising Committee, along with the Transport Department, had asked for schools to be closed, citing traffic congestion as one of the reasons.

The Trading Post – Swop, Sell or Buy

TYRES SOUGHT PLEASE

We fitted 4 x BF Goodrich M/T KM2 285/70R17 to Cruiser, but spare is still smaller size of 275/65R17. I am looking for good second hand BF tyre to use as spare. Can buy or swop for 2 x Dunlop Grandtrek 275/65R17 tyres.

I have placed add on Landcruiserclub and 4x4communityforum websites. Where can I search futher or place more adds? PS: Stay in pretoria

Thanks.
Andre / 0826015995

CONQUEROR CONQUEST 2007

Mint condition, with lot of extras available. Pay for what you take. From R91 000 to R115 000, depending on extras taken.
Contact Martin 082 920 4158. (Centurion)

2006 BRAKHAH NGONYAMA CARAVAN FOR SALE

The Caravan is in 100% condition used regularly by my wife and I. We tow the van behind my VW Touareg that is a dream to tow. We have left the National Luna double door Fridge Freezer in the fan as well as the Porta Potty
The Caravan is fully equipped with Awnings over the sleeping tent, Side awing and full Tent. Hot and cold water as normal with a Junker Hot water Geyser and Gas bottles included.

Asking price of the Van is R100000.00. I live in the Rustenburg area, but any tests or demonstrations are welcome, in either Rustenburg or Johannesburg

Owen Ball
083 460 5628 / 014 543 9122

PIONEER PLASTICS
Anything's Possible
WE SPECIALISE IN CUSTOM MOULDINGS
www.pioneerplastics.co.za
Tel: 012 541 6000



Supported by:

OCTOBER 2009

GAME VIEWER FOR SALE

Description of vehicle:

1. 1998 Nissan Patrol 4.2 Diesel engine station wagon (no turbo charger or computer)
2. 90 litre fuel tank
3. New battery (under warranty)
4. Towbar
5. New Mud/Terrain tyres
6. New shock absorbers with coil spring suspension all round (comfortable ride)
7. Vehicle will be roadworthy and serviced before delivery
8. Licence and registration can be arranged (at extra cost)
9. Delivery to your home can be arranged (cost to be negotiated depending on location)

Description of game viewing conversion:

1. High roof frame and canvas top
2. 8 bucket seats
3. All seats covered in ripstop canvas
4. Foot rest for 2nd row of seats
5. Bullbar with fold down table
6. Sprayed in Mala Mala green
7. Full length side bars
8. Folding windscreen
9. Door tops and seat frames have hard wood armrests treated with 3 coats Woodoc
10. Urethane lining on the floor
11. 1 x 3 pin 12 volt power point
12. High lift jack with lockable mounting on rear
13. 6 drinks holders
14. Book/binocular holder behind front seats

Price of vehicle with conversion: R175,000 onco I have photo's of the vehicle for your perusal. If you have any queries please do not hesitate to contact me.

Regards,
Richard Wulfohn
Cell: 083 601 0608 / Tel 011 791 6238





Supported by:

OCTOBER 2009

Flat Wheel – Light Relief

VITAL GUIDE TO SABC TV PRONUNCIATION

Having watched SABC News for a while I can't help but notice it needs some kind of translation... bearing this in mind... I present you with:

VITAL GUIDE TO SABC TV PRONUNCIATION

· **Beck** - not the front

· **Beds** - doves, vultures, etc.

· **Ben** - to set alight

· **Cut** - a small vehicle drawn by a donkey

· **Errors** - districts, e.g. "Ebbon errors" (urban areas)

· **Farra** - The man that is married to your Marra

· **Feather** - implies distance - Cape Town is feather than Johannesburg

· **Fok** - pronged cutlery, often used with a knife.

· **Guddin** - around your house, where you grow plunts

· **Get** - a hinged opening in a fence

· **Hair** - as opposed to him

· **Hiss** - masculine form of hairs

· **Itch** - as in "itch and aviary pairsin"

· **Kennel** - Army officer

· **Ki-tagari** - Section or subset (As is category)

· **Len** - to acquire

knowledge

· **Marra** - The Woman that is married to your Farra

· **Mills** - Food - what the Poh Pee-Pull have to some how go without.

· **Pee-Pull** - Die Mense / people (When said very fast - poepol)

· **Poh Pee-Pull** - Die Mense / people who are financially challenged

· **Phlegm** - the hot part at the end of a candle

· **Piss** - symbolised by white doves

· **Suffa-Ring** - as in "the pee-pull are suffa-ring"

· **Parrot Teksi** - not a memba of the tekski assoseshen

· **Soaka** - A sport, often played between Kaiser Chiefs and Pirates.

· **Texis** - Mini Bus capable of conveyeying entire Civilizations from point to point.

· **Toks** - Negotiations

· **Weaner** - the weaner takes all

· **Wekkas** - they do the wek

· **Weld** - The Earth

· **Wok** - what you must learn to do before you can run.

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!

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. NO DISCOUNT OFFERED!

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

PIONEER PLASTICS
Anything's Possible
WE SPECIALISE IN CUSTOM MOULDINGS
www.pioneerplastics.co.za
Tel: 012 541 6000



Supported by:

OCTOBER 2009

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 phillip@leisuresure.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).

GAUTENG:

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

PORT ELIZABETH:

Anthony Bruyns - Anthony.Bruyns@halbergsa.com

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! megaworld@oldmanemu.co.za

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, Isobelle (club members) or any of the staff in the shop.

PIONEER PLASTICS
Anything's Possible
WE SPECIALISE IN CUSTOM MOULDINGS
www.pioneerplastics.co.za
Tel: 012 541 6000



Supported by:

OCTOBER 2009

09) 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!

10) 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 **BEST PRICES**

11) PB ENTERPRISES – HIGHEST QUALITY POWER SYSTEMS & INSTALLATIONS

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

Talk to the expert, 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 their website! www.pbeproducts.co.za

Contact: Pieter Barnard / Tel/Fax: 012 658 5538

Mobile: 083 749 0445 / E-mail: info@pbeproducts.co.za

12) BIG COUNTRY 4x4 – CUSTOMISED 4x4 FITMENTS AND PRODUCTION (Under new ownership)

10% discount for members on all manufactured products from our factory. Excludes labour costs. Please visit our website at www.bigcountry.co.za for more information, or even better come and discuss your requirements over a cup of tea. The factory is situated in Strijdom Park, Randburg, just off the highway. Big Country really can be your 1-stop shop for all your 4x4 equipment!

Contact Richard on 011-791-7275 or info@bigcountry4x4.com

13) SECUREFIT

Members get preferential rates at all SecureFIT branches in Gauteng. Please enquire with your specific request to Alan, and pricing will be supplied. This can then be taken, in writing, to your nearest fitments centre for action. See their website for more details on what services they offer.

Editor:

Alan Goodway (GP 1796)

Registered DEAT Cultural Tourist Guide - National

Professional 4x4 Trail & Overland Guide - National

Accredited 4x4 Driver Training Assessor

PIONEER PLASTICS
Anything's Possible
WE SPECIALISE IN CUSTOM MOULDINGS
www.pioneerplastics.co.za
Tel: 012 541 6000



Supported by:

OCTOBER 2009

Northern Region Chairman - 4 Wheel Drive Guides Association SA

Owner - 4x4 Offroad Adventure Club (Gauteng)

Regular Contributor – *Offroad & Outdoor E-Zine / SA 4x4 / Bridgestone Going Places Magazine / Cross Country Insurance Club Web Site / Drive Out*

4x4offroad@mweb.co.za

(c) 082 603 8321

(h) 012 658 5694

(f) 086 684 9116

www.4x4offroadclub.co.za

About This Newsletter

Our Newsletters are only sent to people who have subscribed - if you have received this in error then please accept our apologies. If you no longer wish to receive our Newsletter, please feel free to unsubscribe by sending a BLANK email with REMOVE in the subject line

PIONEER PLASTICS
Anything's Possible
WE SPECIALISE IN CUSTOM MOULDINGS
www.pioneerplastics.co.za
Tel: 012 541 6000

© Copyright 2007-2008, 4x4 Offroad Adventure Club (Gauteng) - To use materials please acknowledge the source. Offroad & Outdoor e-Zine is collated from many sources and may not represent nor constitute endorsement by 4x4 Offroad Adventure Club SA.