



## **Trails & Tribulations...**

Man oh man, is the time flying. Just a few weeks to Christmas they say. The school holidays are just over and I hope that many of you had a great break, if the opportunity arose. We certainly did, as we had 2 trips this school break – 1 to the Khutse National Park and the other to the Kgalagadi Transfrontier Park. Both trips went off extremely well, except yet again, experiencing other groups / people who have no appreciation for the surroundings, other campers and the general required behaviour in public places.

Luckily the Kgalagadi was not the place for this experience, but rather at a holiday resort we used on the way back in Vryburg. On arrival, pounding music was being blasted from speakers of the resort themselves, across the pool area which also happens to be a mix between the camp site and day campers (a bad combination from the start). Once that stopped, day campers arrived just before sunset and blasted music from their boot. Added to this was some campers starting and revving quad bikes and then to top it all, a small wedding was taking place in a hall adjacent to the camp site, but away from the main complex, which saw the owners / management / staff (?) raring up and down on a quad bike to address the needs of the function. And all of this while our convoy just wanted a quiet relaxing time as the last night of our trip..but it was not to be and we will not be back...there are many other complaints.

Our Khutse trip (as can be seen in the associated trip report herein) ended up with a bunch of South African's yet again doing their thing at a camp site in Botswana, with total disrespect to other campers and general outbound rules of music and noise. It is these types who are gonna destroy our privileges and force up park fees etc..

But it is not only this type of behaviour that will ruin it for all (come on the self regulation and enforcement of rules in the industry!), but behaviour by people with no respect for nature and park rules. We and several other nature lovers personally witnessed an idiot (can you call them anything else) leave the road in a red Toyota Double Cab just outside of the Twee Rivieren Rest Camp, with kids in the load area behind, with no canopy, and hurtle up the dunes several times, followed by a rest under a tree, getting some fresh beers out afterwards and then proceeding to drive through the veld back onto the road. Can you believe it? Glad to say a photographer caught their back number plate and reported them, but whether they were reprimanded we do not know.

Then I heard of the local tour operator who was driving within speed limits in the northern Botswana area when his convoy was faced by a screaming Land Cruiser appearing from the front, whose driver also had to take all types of snaking avoidance action to bring the vehicle to halt off the road safely, so as to avoid any potential mishap or incident. It was a SA (local) based operator as well! If this is so, eish!

Really guys, what's up? We have to respect the nature and the rules, at home in our Parks and over our borders. The problem is, the enforcement just does not seem to be tough enough or effective enough. And who do you report operators who misbehave locally and cross border to? This is a concern to the general abiding offroader and we must work such people out of the system. Briefing on the offroad Gustavo! Otherwise, Sandton pavements here we come.

Right, so some positive stuff now.....

The draft National Off-road Self Regulating Strategy will be published for public comment – see the press release herein. Hopefully this is going to assist us in this matter. Furthermore, the AAWDC has nominated a bunch of associated club's across the country, to send selected members for Assessor Training, required for the introduction of the new Driver training Certification process which is also part of the bigger picture. Maybe we should start off by training some of these people mentioned previously!

The shops are again full of great reads with the latest issues of all the magazines. Yes, this being a lengthy update, they will just have to wait, won't they? Kidding! Some great articles again such as the Volvo XC70 and the Land Cruiser 70 in Leisure Wheels and the Hummer review in SA 4x4. Makes for interesting reading. Toyota are also launching the new 100 series Cruiser towards year end! So watch this space.

Our Bush Medicine Course this coming weekend is full, and I am still trying to put a course or 2 together before year end, but our program is so busy. REMEMBER to RSVP for the meeting next Tuesday at 4x4 Megaworld in Fourways. It is gonna be another great one!

The Bridgestone Challenge is coming to an end now, with our last competition event this weekend. The guys have had a really great time. Make sure you follow the event in the monthly issue of SA 4x4, with articles and photographs.

Well, lots to do, gonna keep this one short! Enjoy.

*Yours in 4x4ing.*  
*Alan Goodway (GP 1796)*  
*Editor (voluntary!)*  
*4x4offroad@mweb.co.za*

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### **TOURS FOR 2007/2008 – PRESENTED BY [WWW.ECO4X4AFRICA.COM](http://WWW.ECO4X4AFRICA.COM)**

Reference is made to the abovementioned and your planning for 2007/ 2008. In this regard, please find herewith further details regarding the tours for Africa proudly presented by [WWW.ECO4X4AFRICA.COM](http://WWW.ECO4X4AFRICA.COM) and the [SERENGETI TEAM - ALEX AND ALTA](#)

#### **2007**

Mozambique Tour: 17 – 26 Nov 2007: Inhambane – 5 vehicles

Namibia Tour: 14 – 31 Dec 2007: From North to South– 10 vehicles

#### **2008**

Serengeti Tour: 2008 : 4 May – 4 June 2008: Tanzania & Zanzibar – 7 vehicles

Serengeti Tour: 2008 : 1 July – 31 August 2008: Tanzania & Zanzibar – 7 vehicles (60Days)

Serengeti Tour: 2008 : 7 Dec – 7 Jan 2009: Tanzania & Zanzibar – 7 vehicles

Just a quick preview of what you can expect for 2007/2008. You just can't beat our flexible and affordable tours, all with catering included. Please come and visit our walk-in Eco Shop in Silverton on the c/o De Boulevard & President streets from the 1<sup>st</sup> of March 2007

Kind regards

Alex & Alta

0825706010 or [alex@eco4x4africa.com](mailto:alex@eco4x4africa.com)

**January 2007**

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

### **BREAKING NEWS!!!!**

In South Africa, we are seeing a steady increase in the number of 4x4, 2x4, ATVs and off-road motorcycles. While South Africa has an established network for off-road clubs and associations whose members all adhere to club codes of conduct, the increasing number of newcomers to off-road driving and the potential threat and damage to the environment, means that off road driving in South Africa now needs to be self-regulated.

To minimise the negative impacts on our inland habitats by off-road vehicles, including 4x4 and 2x4 leisure vehicles, quad bikes (ATVs), and off-road motorcycles, the South African government turned its attention to inland off-roading in 2005. It requested the industry to formulate a self-regulation strategy to address environmental issues, particularly in areas defined as environmentally sensitive by the Department of Environment Affairs and Tourism (DEAT). This is in line with a renewed global focus on environmental awareness.

Says Jakob Jordaan, acting convenor of the National Off-road Workgroup (NOW): "It is this generation's responsibility to take stewardship of our environment and ensure that our bio-diversity is protected for future generations. It is in our interests, and the interests of those future generations, that we develop a strategy for self-regulation of inland off-roading and create an environment in which off-road adventurers can practice responsible driving. The time is now."

The development of the self-regulation strategy will focus on responsible and sustainable adventure and ecotourism. The strategy is likely to include some or all of the following:

- Environmental registration of trails
- Trail grading
- Provision of trail development and operation guidance for environmental compliance and business opportunity / tourism development
- Environmental driver competency for sensitive areas
- General driver competency training
- Registering of off-road guides with appropriate environmental and off-road training
- Creation of a representative Off-Road body
- Tourism industry collaboration
- Adoption of Tourism BEE Charter or BEE Codes of Good Practice.

The strategy formulation process is currently underway and includes a consultation phase.

#### **For More Information**

Interested stakeholders are welcome to visit the National Off-road Workgroup website at [www.now.org.za](http://www.now.org.za) for more information on the National Off-Road Self-Regulation Strategy. Copies of the draft National Off-Road Self-Regulation Strategy can be downloaded from the NOW website at [www.now.org.za](http://www.now.org.za) from November 1, 2007.

#### **Register as a Stakeholder**

To register as a stakeholder or to file a comment on the matter, contact Leah Buckwalter at Felehetisa Environmental on (011) 678 9303 (office hours). E-mail comments on the draft strategy may be submitted to [leahb@felehetisa.co.za](mailto:leahb@felehetisa.co.za).

**The draft self-regulation strategy will be open for comment from November 1 to November 30, 2007, with the final draft due to be presented to government early in 2008.**

**LATEST LEISURE WHEELS NOW AVAILABLE**

What has Kilimanjaro, an elephant and a Nissan 4x4 on the cover and is brimful of exciting 4x4 adventures, products and destinations? It's the October/November issue of Leisure Wheels, now on the shelves at bookstores.

In this issue Mike Slater crosses over to Mozambique with a Honda CR-V diesel; in the Outside Edge expedition life gets tough for the bearded adventurer, Kingsley Holgate, and there's a behind-the-scenes look at the vast work that went into organising the gruelling Chana Trax expedition from China to South Africa, and the lady that did it.

Destinations include the Caprivi -- where to stay, what to do -- and the magazine reports on three 4x4 trails.

Road tests feature the Ford Ranger Supercab 3.0 TDCi, the utilitarian and seriously capable Toyota Land Cruiser 70 Station Wagon and the "explosive" Dodge Nitro 2.8 CRD SXT while, in a turbodiesel Shootout Test, the newest Mitsubishi Triton and Mazda BT-50 square up. The latest new models are on display, including the better-than-ever Defender (though TD5 engine fans might disagree) and Volvo's brand new XC70.

Learn how to drive in mud, how the weekend tinkerer can modify his 4x4 and why ABS can get you into trouble off-road. Something for everyone.

**SPECIAL FOR NEWSLETTER READERS**

Could I ask you a favour to circulate that I am selling Small Cacti Plants in glass vases. (I also have other plants beside cacti plants). They can be used as corporate, birthday or Christmas gifts. I am selling them for R60.00 each. I will also deliver if more than 10 is purchased.

Thank you  
Shereen Verwoerd  
Artino Plants  
082 7747071

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

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



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

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

It retails for under R200 and is available from 4-buy-4 direct store. Enquire via email - [4buy4direct@mweb.co.za](mailto:4buy4direct@mweb.co.za) (this is an email address – not a web site!)

### **CRASH - AND DIE! NO PARAMEDICS FOR PROVINCE'S AMBULANCES**

Take extra, extra care not to crash your vehicle in the Northern Cape – SA's biggest province doesn't have even one qualified paramedic to save you. SABC news has reported that some of that province's ambulance drivers don't even have basic emergency-care training – although the provincial health department says it is "working on the problem".

The SABC reported that the Northern Cape has had a shortage of emergency care practitioners and qualified paramedics for more than three years, despite having a R560 000 budget to train them.

Northern Cape health department spokeswoman Mary Thuntsi said: "We still have to develop a relationship with an institution able to train paramedics; you don't find such schools around the corner."

Brian Pietersen of the Public Servants' Association said it had been engaged with the department on these issues but had received no response. He said: "They talk about service delivery - how can you not deliver a service when the community at large is being prejudiced?" The department said it struggled to retain trained paramedics, especially in rural areas, but stressed it would recruit locals and train them.

Training is expected to start in 2008. - Sapa

### **SHARKLIFE MAKES A DIFFERENCE!**

Last month Sharklife was notified of a planned "catch and kill" shark fishing competition advertised in a local fishing club's newsletter. The competition was organized by recreational fishermen as a response to the alleged increase in competition between anglers and sharks. Sharks acting purely out of instinct are attracted to struggling fish caught by fishermen. Playing out their predatory role in the marine ecosystem, the sharks invariably target the ailing fish and snatch them from the lines of the ever frustrated anglers. The organizers' understanding was that the "catch and kill" competition targeting large shark species would alleviate the problem by reducing the number of sharks in the area.

While this may seem like a plausible solution to some, it is an extremely reckless and short sighted attempt at stock management of a complex food web and highly vulnerable animal species .

Large shark species like Great White's, Tigers and Zambezi's, are slow-growing and take decades to reach both sexual maturity and a size at which they are large enough to fill an apex predatory position in the ecosystem. These apex predators play an essential role in regulating the populations of smaller, faster growing shark species like the Black Tip shark which are known to harass recreational anglers.

Holding a competition to target large sharks would in all likelihood be compounding the conflict between the fishermen and sharks. Removing the apex species and its associated regulatory function from an ecosystem, would likely complicate the situation by indirectly allowing smaller predator populations to increase unregulated.

After careful consideration and very real pressure from the media and general public, the organizers of the competition decided to postpone the competition until further notice.

Although this immediate threat to the large sharks that may have been killed in this competition has waned, the grossly inadequate management and protection of sharks in general should be highlighted.

Recreational fishermen in South Africa, whose numbers exceed 1 million, are entitled by law to catch and kill up to 10 sharks a day (limited to 1 shark per species from a range of species), regardless of size or seasonality. Large adult sharks which may be over 30 or 40 years old are therefore just as targetable as are juveniles or pregnant females for that matter.

The existing severe lack of knowledge on basic Shark population dynamics and life cycle characteristics is offered as an inadequate excuse for government to avoid enforcing stricter regulation, rather than motivating responsible bodies to adopt a precautionary approach to formulating effective management processes.

It is the intention of Sharklife to address the shortfalls in shark population management by working with scientists, government, divers and responsible fishermen alike to arrive at a long term solution that serves the best interests of all user groups while preserving the marine environment for the future.

### **BRITISH TOURISTS IN ACCIDENT IN THE KNP**

September 17, 2007 - Two of the five people involved in an accident at the Kruger Park over the weekend have been discharged from Nelspruit Medi-Clinic in Mpumalanga. The remaining four are reported to be in a stable condition. Nine passengers were involved in the accident which happened between Pretoriuskop and Skukuza.

Four British tourists and a tour guide were injured when an open safari vehicle they were travelling in overturned. The tour guide is reported to have lost a leg during the accident.

Two months ago, a local tourist was killed in the park after her vehicle left the road and overturned. Kruger Park spokesperson Raymond Travers says neither of the two accidents could be attributed to speeding. He says the speed limit in the park is 50km per hour and there is a fair number of traffic officers on the park's road network

### **INTRODUCTION OF MOKALA NATIONAL PARK – SANPARKS**

#### ***"Where Endangered Species Roam..."***

Mokala is SANParks newest park, situated approximately 80km south-southwest of Kimberley, and west of the N12 freeway to Cape Town. Nestled in the hills, Mokala is in a unique position to offer your guests a SANParks experience like no other. The unique landscape and abundance of rare game are complimented by a range of accommodation to suit group visits. Current facilities include two lodges; a restaurant and conferencing facilities. There is also a small rustic camping area as well as a private landing strip at the park.

As the park prospers under the wide Northern Cape skies, a number of activities such as mountain biking, day walks, sunset and night drives, cultural excursions, star gazing activities and bush braais will become available.

The park has a well established road network and future plans include the development of some self catering accommodation, as well as day visitor facilities. Please visit [www.SANParks.org](http://www.SANParks.org) for more information on accommodation and tariffs or contact [reservations@sanparks.org](mailto:reservations@sanparks.org).

### **BIG BIG BIG SALE AT OUR GEAR SHOP**

We are glad to announce that our "Gear Shop at Land Rover Centurion" will be having a "Winter / Summer Clearance Sale" on all clothing in the Gear Shop. Retail Price minus 17%.

This will include the following: Sweatshirts, Ladies golf shirts, Men's checked button up shirts, Men's plain coloured buttoned up shirts, Men's bush/hunting shirts, Kingsley Holgate buttoned up

shirts, Men's golf shirts, Variety of T/shirts, Chino pants in Khaki and Olive and Kiddies "Kingsley Holgate" clothing sets.

The sale will start as from Monday 01<sup>st</sup> October for a month or until the stock lasts. If you would like further details you are welcome to contact Wayne or Quintin on 012 6780098 or 0832906277.

\*\* Please be aware that a New Range of Land Rover Clothing will be arriving soon....

Hope to see you all soon.....

JESSICA SNYMAN  
PRO/CUSTOMER CARE  
LAND ROVER CENTURION &  
0866427617 OR 012/6780049

### **INTERNATIONAL - LAND ROVER EXPEDITION: THE ONLY WAY IS UP...**

If I'm being truthful, climbing mountains at the far reaches of the southern hemisphere has never been high on my list of things to do before I die. I've always been under the impression that doing anything so extreme would mean traversing endless, thigh-deep snowfields and not much more.

Once you reach the summit, you stick in a flag, do a little dance, break open the brandy and retrace your steps back down. Call me old-fashioned but I find it hard to balance a sense of achievement with the words "probable blizzard" and "high-altitude camping" without laughing. Maybe I'm just too choosy about my modes of transport . After all, walking is what Neanderthals used to do.

Yet, contrary to my former wife's opinion, I have evolved. I have learned about the benefits of driving Land Rovers but being offered the opportunity to "go" up a mountain is a completely different kettle of fish. There's not much to differentiate between this new version of the Discovery 3 and the previous one apart from a new piece of wood trim on the centre console but, for a man choosing between hiking boots and a large, capacious boot powered by a wonderful V6 turbodiesel, there's no contest.

For those who want to spend a little more than R510 000 there's a top-specced HSE with heatable leather seats as well as that new wooden embellishment. Now, these are ideal for Sir Ranulph Fiennes-spotting activities so, figuring that the odds of extremities turning black would be nigh-on impossible, a quick jaunt up a fairly large hill seemed like a good idea.

Although it is classed as a "package holiday", the trip I was taking is designed to appeal to those seeking a little more adventure than unpronounceable cocktails at the Copacabana. The excursion, arranged through Land Rover Experience, is part of a two-week tour tracing part of Ruta 40 - the road stretching more than 5100km from the southern tip of Argentina to the Bolivian border.

Paying customers will experience more detailed sightseeing than my three-day version but the route through north-west Argentina remains the same. Cafayate is a small town renowned for its wine and, at 1683m above sea level, it's a good place for acclimatising to higher altitudes.

From there the tour snaked its way through the Calchaqui Valley. Springing from the slopes of Nevado de Acay, this part of Argentina is breathtakingly beautiful. The scenery is constantly changing as the river winds its way through deep gorges. The valley gradually broadens into a wide, rocky expanse, with cactus parks, vineyards and farmland. Every kilometre we travelled through this sparsely populated area we gained altitude, rising away from eye-quenching vistas towards bleak and barren peaks.

### **Driving high**

I'd been told that I would be driving "high" but, reassuringly, "not extremely high". According to medical texts, "extremely high" is determined by an altitude higher than 5500m above sea level. The highest point we were to reach was just over 5000m but even at this relatively low height, where Sherpa Tenzing would have smiled politely, I had been warned to expect altitude sickness.

Shortness of breath, headaches, nausea and dizziness are the milder symptoms; severe cases can lead to an altitude pulmonary oedema and impaired cerebral functions then a slow, painful death. Nice. The chances of developing this condition are pretty rare, or so I was told by the full-time Land Rover Experience GP, but even so I had been told to check my mental faculties.

I wasn't sure how to do so but as the digital altitude counter marked our steady ascent – 3000m... 3500m... 4000m... I decided to test the little grey cells. I remembered seeing an old war movie where the hero became a PoW and sang nursery rhymes to keep his sanity.

After reciting the first verse of "Baa Baa Black Sheep" I indulged in some light mental arithmetic: driving at 5000m converts to about... 16 400ft, near as damn it. Which, in inches was 16 400 multiplied by 12... my brain was fine. I wouldn't be able to do that one at sea-level, either.

### **Thin air**

As the air became thinner, so the road narrowed, rather grand name for something little more than a dusty track. What's more, it seems rivers are integral to the road's structure: Routa 40 doesn't halt at aquaceous obstacles – it just carries on under them. Dial in the setting on its All Terrain Off-Road system, raise the suspension and it obliges by lifting its skirt to carry the occupants across. I'm not so sure the locals would find it so easy but then most still use horses as their main form of transport.

Other vehicles tended to be as rare as South American water-crossings; those we did see were ageing trucks, old Renaults and battered Dacias. By the end of the first day, the altitude and arduous driving had taken their toll; I'll regret saying this, but even sleeping under canvas looked good. Five-star, hot-and-cold running room service is not part of the itinerary here.

This is the world of ruffy-tuffy Land Rover enthusiasts where temperatures soar to 30C during the day and drop to -15 at night. For those willing to brave the elements and join this tour, a mixture of hotels, hostels and makeshift campsites is in store, and a very welcome sight they are, too.

The next morning, with dawn still an hour away, we set off for the highest peak of the journey. By now Routa 40 was little more than a path cut into the mountainside and stepping out of the car for the call of nature took more and more effort as the air thinned.

### **Wheezing like a smoker**

Even the Discovery, which had been tuned for the South American climate and capable of working at up to 4500m, was starting to wheeze like a 40-a-day Gauloises smoker. Finally, we reached the summit; we had driven as far, and as high as we could: 5011m above sea level. There was no planting of a flag, no popping of Champagne corks, no jig. Just a sense of geographical triumph and the recognition that none of us could lay claim to it without recognising the landmark against which we were leaning.

The [Land Rover Experience](#) tour is now being planned. The cost is about £2800 (R40 000) per person, excluding flights.

**THE LEGACY OF THE MOUNTAIN CONTINUES....**

The Spectacular Sani Pass which winds its way through some of the most challenging routes in Southern Africa and transverses a World Heritage Site to finally reveal the beauty of the Mountain Kingdom of Lesotho to tourists and travelers alike has been part of history in the Southern Drakensberg since the first brave man with a Jeep successfully made the journey in 1947.

Sani Pass Tours – established in 1955 is the longest running tour operator in the Underberg region has been owned and operated by some of the most experienced tourism legends over the past 50 years. Michael Clark – renowned author and historian, Arthur Champkins – tourism guru and most recently Steve Botha – one of the most experienced tourism personalities in the province

Steve Botha, current owner/ operator has handed the baton to Kwa-Zulu Natal entrepreneur Rob van den Heuvel. As from 01<sup>st</sup> September 2007 Rob will take ownership of the long standing tradition. Botha's mentorship will continue in the coming months to facilitate an efficient and smooth handover of the operation to ensure all past and future clients receive the ultimate and unforgettable Sani Pass Experience.

Currently Sani Pass Tours offers daily return trips aboard customized four-wheel drive vehicles to the top of the Pass, with a short excursion into Lesotho, a visit to a Basotho Cultural village and chance to catch your breath and absorb the magnificence of the views with a lunch at The Highest Pub in Africa, Sani Top Chalet.

Sani Pass Tours currently operates seven four-wheel drive vehicles, with a daily capacity of 60 passengers in closed vehicles.

The company also offers overland tours, adventure safaris and eventing breakaways in Lesotho – ranging from two-to-six nights stays – as well as specialist and educational tours focusing on the region's wildlife, birding, culture, history, rock art and the world heritage site of the Ukhahlamba-Drakensberg Park.

Each trip is personally supervised by our experienced and certified tour guides Vivien Kubone , Allen Mkhise, Lungelo Ndobela, Timothy Molefe and Tsebo Molefe along with the team will make your Mountain Experience informative and very memorable.

Although there would not be any immediate changes to the Sani Pass Tours tourism portfolio, both Rob and Steve are very excited to introduce a unique customized 15-seater vehicle to fleet.

The vehicle, developed by Steve Botha specifically for the Sani Pass experience, promises to give our passengers unmatched comfort and convenience, while offering the most spectacular and uninterrupted views of the region”.

New owner Rob van den Heuvel said “We intend to continue offering visitors to the Southern Drakensberg region a unique mountain experience - more head room, more leg room and bigger and better views.”

**NEW 4x4 TRAIL IN FREE STATE - GROOTKANS**

The farm lies close to Kestell and a short distance away from the Golden Gate Nature Reserve, in the Eastern part of the Free State Province. Access is along an 8km, good gravel road, numbered S1107, turning off the N5 motorway, 35 Km from Behlehem and 15 Km from Kestell. Follow S1107 for exactly 8 Km, our gate is on the left amongst Bluegum trees.

For more information contact Adriaan van den Berg at 082 600 6261. [www.grootkrans.com](http://www.grootkrans.com)

### **SNAKE COURSE ON OFFER**

I will be running a snake courses on Saturday 3 November 2007.

I run snake courses for the general public, outdoors people, field guides, farmers, snake keepers, doctors, vets, etc. In short, anybody that may come in contact with snakes or snakebite will benefit from these courses. These courses were researched and compiled after a number of people had approached me for information on snakebite and the handling of snakes. I have been catching snakes since 1965 and **work professionally** with venomous snakes as I extract venom for antivenom production. I keep about 400 snakes for this purpose.

My courses are **FGASA** (Field Guides Association of Southern Africa) approved as specialist courses. Those that pass will receive a certificate with the FGASA emblem on it. The Snake ID and Snakebite Treatment course is also registered with the **WITS CPD Office** and medical doctors that pass the test can claim 5 CPD points (Continued Professional Development).

The **Snake ID & Snakebite Treatment** course starts at 08h00 - 12h30. It covers the identification of the dangerous snake, the symptoms of snakebite, the first aid treatment, medical treatment and allergy recognition and treatment. There are 2 tea breaks and lunch is from 12h30 - 13h00, and from 13h00 - 14h00 everybody will be writing their test. Cost for this course is R650.00 VAT inclusive per person.

After this it is the **Venomous Snake Handling** course which starts at 14h00 - 17h00. Testing is practical handling under my supervision, and verbal questions and answers as we do handling. Cost for this course is R400.00 VAT inclusive per person. I also offer an additional **Black mamba handling** course for those people that may **have a need** to handle black mambas. This is done at an additional cost of R250.00 VAT inclusive per person, and runs from 17h15 to 18h30.

I can also offer courses for interested groups or companies, and then the courses can be run during office hours, provided the group size is 10 people or more.

### **Venue**

African Reptiles and Venom is situated 8 km north from Fourways on the William Nicol extension, which becomes the R511. From the N1 (cement highway) take the William Nicol off ramp, and turn north away from Johannesburg. Pass Monte Casino on your right, pass the Fourways Mall on your left and go pass Indaba hotel on your left, cross 2 rivers the Jukskei river and the Diepsloot River. 900 meters after the second bridge, you will see a sign African Reptiles and Venom on your right hand. Turn in and park under the trees. The lectures are held in the laapa at the pool.

From Pretoria you will go towards Jo'burg and then take the R28/N12 towards Krugersdorp. Take the Hartebeespoort/Sandton off ramp. The off ramp makes a 180-degree bend. At the stop turn right towards Sandton. You will now be going pass the Diepsloot Squatter camp, on your right. From the stop where you turned right, you will travel for about 4 km. Look out for the sign on your left that reads "African Reptiles and Venom". Turn in and park under the trees.

Please let me know when you would like to attend.

Regards

AFRICAN REPTILES AND VENOM

Mike Perry

083 44 888 54 (cell) / 011 464 1450 (tel) / 011 4642341 (fax)

[mike@africanreptiles-venom.co.za](mailto:mike@africanreptiles-venom.co.za)

### **'REAL JEEP' ALL READY FOR RE-ENLISTMENT**

Chrysler has unveiled its J8 - a multipurpose vehicle for military use - at the 2007 Defence Systems & Equipment International military trade show in London, making the legendary Jeep available for re-enlistment in military service. Chrysler international sales vice-president Thomas Hausch said: "The Jeep made its debut in 1941 as a military vehicle and has built its reputation through more than 65 years of heavy-duty military and civilian service.

"The J8 marks the brand's return to military and civilian government vehicle production." It's based on the 2007 Jeep Wrangler Unlimited but with a chassis reinforced to allow a bigger payload - up to 1339kg. Axles, brakes and suspension have been engineered for heavy duty, including leaf-spring rear suspension.

It has a 2.8-litre four-cylinder turbodiesel engine for which Chrysler quotes 118kW and 400Nm, providing a towing capability of 3500kg. It drives through a five-speed auto transmission and Jeep's Command-Trac all-wheel drive.

The air intake has special filtration and a bonnet-mounted snorkel to let the J8 wade through water 760mm deep and tackle sandstorm conditions for up to five hours. It will be available in right or left-hand drive as a two-door with an extended pick-up bed for personnel or equipment or a four-door multipurpose vehicle and can be built with several body and seating layouts.

It's not designed for front-line combat, says Chrysler, but can be fitted armoured. It's intended as a command vehicle, troop/cargo carrier, ambulance or communications vehicle or, in civilian use, for forestry, conservation and other government applications.

Heavy-duty bumpers with towing eyes mean the J8 can be easily transported by plane or helicopter. It will be built at a Chrysler joint-venture facility in Cairo, in Egypt, and go on sale in the second quarter of 2008.

There are no plans to bring the J8 to South Africa for commercial release.

### **THE BLACK RHINO RANGE EXPANSION PROJECT**

**A partnership between Ezemvelo KZN Wildlife and WWF, the international conservation organisation**

Before the 19th century, there were hundreds of thousands of black rhino across Africa. But they were powerless against the proliferation of modern weapons and their numbers began to dwindle. Even so, there were still more than 65 000 wild black rhino alive in the mid-20th century. Then, the devastating poaching crisis of the 1970s and 1980s hit. Fuelled by demand for rhino horn in the Middle and Far East and made easier by economic and political chaos in African countries, the slaughter wiped out black rhino populations across the continent. By 1992 there were only 2500 black rhino left. Those that could be reached by poachers had been killed. Those that remained were mostly in heavily protected reserves.

Since those dark days, black rhino numbers have been inching back up in some countries, thanks to intensive protection efforts in state and private sectors. By 2001 there were an estimated 3100 black rhino in the wild. Almost all of these were found in South Africa, Namibia, Kenya and Zimbabwe.

There are four subspecies of black rhino:

- *Diceros bicornis minor* (the focus of the Black Rhino Range Expansion Project. They are slightly smaller than the others, and mainly found in South Africa and Zimbabwe)

- *Diceros bicornis bicornis* (large, adapted to arid and desert conditions, found in Namibia)
- *Diceros bicornis michaeli* (have rib-like corrugations down their body, most aggressive of the black rhino, found in Kenya,)
- *Diceros bicornis longipes* (has longer legs than the others, less than 20 found in Cameroon).

The WWF/ Ezemvelo KZN Wildlife Black Rhino Range Expansion Project aims to increase land available for black rhino conservation, thus reducing pressure on existing reserves and providing new territory in which the animals can rapidly increase in number. This is done by forming strategic partnerships with landowners within the historic range of the black rhino. Once partnership agreements have been signed and sealed, founder populations of around 20 black rhino are released simultaneously on to the new sites as this is thought to be optimal for rapid population growth.

When people are focused on their own survival, conservation of biodiversity is not a priority. For this reason, the Black Rhino Range Expansion Project aims to spread the benefits derived from conserving black rhino to people living in areas around project sites. Partnerships which provide tangible benefits from conservation are essential in current political and economic climates of the developing world. But the Project is not just looking at the bottom line. We are also working with educationalists to help instill a culture of care for our beautiful natural heritage and awareness of the importance of biodiversity.

### **REBORN DEFENDER - STILL RUGGED, BUT GONE UPMARKET**

By Les Stephenson

The Land Rover Defender is dead. Well, dead as we knew it, because this new bush-beating beast has taken a huge step up in comfort and adopted the fascia and instrumentation of the more upmarket Discovery 3. That and a bunch of technical improvements – including an engine that won't stall unless you force it to and a 12-speed gearbox – have moved what used to be the basic Landy into another realm that makes it more amenable to, among other things, city life. The transfer box is from the Discovery range.

Which is not to say it's gone soft; the Defender continues to be the platform for six standard bodyshells (90, 110 and 130" wheelbases) from bakkie to seven-seat station wagon. And, of course, you can still have the chassis equipped for anything from crop-sprayer through fire engine and ambulance to a weapon of war that would, of course, like all weapons of war, be primarily intended for peace-keeping. Hmmmm... and 60 armed forces worldwide run Land Rover Defenders.

In real life, the Defender is intended to be a ruff-'n-tuff, rugged off-roader easily able to absorb anything Africa, the world's deserts and mountains and even the muddy roads of backwoods England can chuck at it – but in some parts I wish it weren't so bloody macho. Why must the handbrake, though a vital piece of equipment, be so placed that the left leg of a tallish person takes so much punishment on and, especially, off-road and why must the driver's right shoulder still be crushed against the door?

Yes, I asked, and was told the handbrake is on the floor 'twixt bulkhead and Wellington boot because of design and mechanical constraints and (this from chief designer Gary Taylor, out here from the UK for the launch) the driver has to be up against the door so he can see where his wheels are going. What a lotta dwang! Severe off-road driving that requires a lot of steering work is, plain and simple, darned uncomfortable as your shoulders swing to the task and the car sways over severe terrain – just as it always has. An extra few centimetres of space would make a huge difference...

That said, the Defenders' new six-speed gearbox (12 if you include the six lower ratios) with its lower (by 32 percent) first and higher (by 34 percent) sixth ratios, lighter clutch and greater torque (now 360Nm) make covering ground, any ground, a simple task. Also in the mix is a new anti-stall system; simply, if you're in low range and crawling up – say – a rocky incline and you let the revs fall too far the electronics will take over and raise them sufficiently to keep moving. It saved me embarrassment a couple of times on the private off-road trail deep in the Krugersdorp game park.

### **700 new parts**

Only one engine is, and will be, available in the Defender and it's been around for a while – 2.4 litres of force-inducted diesel grunt capable of 90kW and, much more importantly for low-range work and towing, 360Nm of torque from 3000rpm but with 90 percent of that on call from 2200 to 4300rpm and 15Nm available from 1500-2700rpm.

It's all part of the "new" in New Defender and, Taylor says, about 700 parts have been changed from the previous model. "Still, the DNA of the Defender has not changed since 1948 – it's the roof of all our vehicles. "It hasn't needed to change – it's avoided 'fashionable' change for 60 years."

The only noticeable external change over the previous Defender is the addition of a "power bulge" on the bonnet to accommodate the very high diesel engine. It detracts from the forward view when, for instance, cresting a dune but that's compensated to a large extent by the design of the fascia.

### **Slots shunted out**

It's one solid unit on a steel beam and kept longitudinally short to get the drivers nose as close to the windscreen as possible; the instruments are direct from the Discovery and, for the first time in a Defender, the sound system includes tweeters – because, Taylor says, the car is now so quiet the nuances of sound can now be appreciated.

Gone, however, are those iconic ventilation slots between windscreen and bonnet – why bother with such a powerful air-con system? – but even here the designers balked at total eradication; their non-functional outline remains in the body-pressing. The rest of the interior has gone seriously upmarket with better padding in the seats, power windows, a huge central oddments box, wide grab rail ahead of the front passenger, tighter door seals (no dust entry despite a good 60km on dry dirt roads), head restraints on all seats but manual adjustment and the ride allegedly improved with coil springs.

Not really on the short-wheelbase model I drove first; it's still harsh and noisy with rattles on corrugated dirt. The 110 I drove later is much better and, on this model, a third row of seats is an option. Once again Land Rover has produced a superb all-terrain vehicle designed not as a shopping-mall fashion statement but as a tough working wagon like the highly capable Land Cruiser 70.

Here's a list of the Defender's key enhancements:

- Even better all-terrain capability.

- A new 2.4 litre, common-rail diesel engine with improved fuel efficiency and performance.

- A 360Nm torque peak for towing, better gradient ability and smoother on-road performance and refinement.

- Cleaner exhaust.

- A new, six-speed gearbox with a lower first gear and higher sixth for, respectively, better off-road control and quieter road cruising.

- Revised permanent all-wheel drive.

- Quieter drivetrain and propeller shafts.

- New seats, with rear "stadium" seating.

Three-point seat belts for all occupants.  
Improved ergonomics from the new one-piece fascia  
All-new South African-designed heating and air-conditioning system that warms/chills faster and to lower and higher temperatures.

...and here are the prices:

Defender 90 wagon – R309 096  
Defender 110 wagon – R349 056  
Defender 110 hard top – R302 940  
Defender 110 pick-up – R295 920  
Defender 110 HCPU – R304 020  
Defender 130 Crew Cab – R343 656  
Defender 130 chassis cab – 307 800

The New Defender is ready at Land Rover dealers now and is sold with a three-year or 100 000 km warranty.

### **SAIEE HOSTING NASA TOP ENGINEER TO DELIVER 2007 BERNARD PRICE LECTURE SERIES**

The South African Institute of Electrical Engineers (SAIEE) has invited Caris “Skip” Hatfield from the National Aeronautics and Space Administration (NASA), to deliver its 2007 Bernard Price Memorial lecture.

Skip Hatfield is the Project Manager at NASA on Project Orion, the new Crew Exploration Vehicle. The Orion project is part of NASA’s Constellation program to send human explorers back to the moon and beyond.

Hatfield is responsible for the development, production and sustaining engineering of the Orion Crew Exploration Vehicle, NASA’s next generation human space transportation vehicle.

Ian McKechnie, SAIEE president, says this year’s event will mark the 56<sup>th</sup> anniversary of the series of lectures instigated by the SAIEE, together with Wits University, to commemorate Dr. Bernard Price – a renowned South African engineer who died in the late 1940’s and dedicated his life to engineering science.

“The Orion Crew Exploration Vehicle will be able to carry crew and cargo to the International Space Station (ISS) when the space shuttle fleet is retired in a few years time in 2010 and will also be the crew vehicle in the ‘Back to the Moon’ missions,” says McKechnie.

Hatfield boasts over 25 years experience in the aerospace industry. He has worked on various projects including the Freedom and International Space Station Programs.

Hatfield has received several awards for his project leadership, including nomination for the 2005 Rotary National Award for Space Achievement Stellar Award, the Space Flight Awareness Leadership Award and the NASA Outstanding Leadership Medal.

McKechnie says a prime motivating factor in deciding on the choice of topic and speaker was to present a lecture not only with broad appeal but one which also represented visionary, exciting and cutting-edge engineering and technology.

“Our aim with this series is to motivate not only our membership but also people from all engineering disciplines, plus the public at large, to attend, due to the fascinating subject matter. Moreover, we specifically aim to capture the interest and imagination of young people. One of the strategic objectives of the SAIEE is to promote an interest in science, technology and

engineering and attract young women and men into careers in these fields, particularly electrical engineering. With this backdrop, the Institute is enthused at the prospect of hosting Skip Hatfield and having him share NASA's space exploration vision," says McKechnie.

Multimedia lecture presentations will be conducted at various venues around the country, commencing on Monday the 8<sup>th</sup> October, in East London, moving on to Port Elizabeth on the 9<sup>th</sup>. The main address will be hosted on Wednesday the 10<sup>th</sup> October, in the Great Hall at Wits University in Johannesburg. It will be repeated in Durban on October 11<sup>th</sup>.

The tour will culminate in Cape Town with a presentation on Friday the 12<sup>th</sup> October.

**Entrance is free of charge, but booking is essential. Details of dates, times, venues and booking information, plus a synopsis of Skip Hatfield's presentation, can be found on the SAIEE website at [www.saiee.org.za](http://www.saiee.org.za)**

#### **PEOPLE FOR WILDLIFE 4x4 FUNDAY**

The 4 X 4 fun day primarily allows People For Wildlife an opportunity to introduce families with 4 X 4's to the wonders of nature. We not only get to use and understand the practical uses of our vehicles better but do so in a fun, relaxed environment whilst the People For Wildlife rangers enlighten participants on some of the wild inhabitants of the Krugersdorp Game Reserve. This includes a visit to the lion enclosure during feeding. There are a lot of peripheral activities to entertain young and old, from horse rides to food stalls and test drives from the manufacturers of the latest vehicles and equipment.

Should you have any further queries you are welcome to contact me.

CHARMAINE SCHMIDT  
Event Coordinator  
People For Wildlife  
Tel: (011) 954 5363  
Fax: (011) 954 3941

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

#### **NAVIGATORS FOUR-WHEEL-DRIVE ADVENTURES**

At Navigators we want your safari and wilderness experience to be an unforgettable adventure – for this reason we strive to give you a varied, high-quality, service-oriented, relaxed and value-for-money package. Bring your 4x4 vehicle and join one of our self-drive adventures; we plan the itinerary, make the bookings and guide you in our vehicle.

Your tour cost includes park and reserve entry fees, camping costs, and four dinners provided by us. Bring your eco-friendly attitude, equipped 4x4 vehicle, camping equipment, food, drinks, enthusiasm and sense of adventure! We also offer all-inclusive booked-seat tours in our fully-equipped vehicles. Alternatively, put together your own group and charter us to plan your itinerary, do all the bookings, and provide professional guidance and assistance.

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

**FEATURED TOURS:**

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

**Dates: 26 October – 2 November 2007**

**Dates: 8 – 15 December 2007**

**Dates: 6 – 13 January 2008**

**Dates: 2 – 9 February 2008**

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

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

**Dates: 15 – 28 November 2007**

**Dates: 3 – 16 March 2008**

Our November and March tour dates coincide with the start and end of the 'summer rainfall' period in this region. An expedition to this area is for experienced and bush-wise travellers with well-equipped 4x4 vehicles, who are completely self-sufficient for extended periods of overland travel - and especially so during this period when rain can make for exciting and challenging driving conditions. For those who are prepared for the adventure of travelling here during this time, you will be rewarded with an unforgettable experience in one of Africa's great wilderness areas - at a time when the grasslands are green and the game-viewing is at its best!

**(March 2007)**

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***Hit the Trail ... / ... continues***

**KNP LOSING SOME LAND?**

A storm is brewing over proposals to deproclaim more than 50 percent of the world-famous Kruger National Park as part of a land claim settlement with surrounding communities. It is believed that several claims have been lodged against the two million hectare park, from the Olifants River to the northern tip of the park, along with most of the southern section, from the main Skukuza camp downwards to the Crocodile River.

**WHERE'S KINGSLEY NOW?**

From Kingsley and the Africa Outside Edge Team  
(Sent on by Jessica, PRO @ Land Rover centurion)

Hi Everyone,  
Lesley Sutton the PRO from Land Rover South Africa has just come back from Kingsley Expedition in Ghana. I have enclosed the latest feedback from Kingsley and his team.  
Enjoy reading all about it.

Kingley writes.....

Hi Les

Thanks so much for the visit and all the support you and the media team and Rory gave to our humble expedition whilst travelling through Benin, Togo and Ghana. We've prepared this Land Rover update which we thought you might like to copy to all the Land Rover dealerships.

***Land Rover Update from the Outside Edge of Africa***

To all the Land Rover dealerships in South Africa we say greetings from Accra in Ghana where we're still proudly carrying the Land Rover endorsed Scroll of Peace and Goodwill in support of malaria prevention around the outside edge of Africa.

The scroll, also endorsed by Nobel Prize laureates Archbishop Desmond Tutu and Nelson Mandela, has now gathered over 4000 signatures and messages in support of malaria prevention. These include goodwill messages from the drivers and teams of the 347 Landies that escorted us out from the Cape of Good Hope 128 days and 16 427 km ago.

The Scroll has gone on to be messaged by government officials, health workers, prime ministers, governors, administrators and chiefs. In Kaokaland the Scroll was endorsed with a simple red ochred handprint from a near naked Himba mother, in Luanda by a member of the Dos Santos family and by the chief at Ponta Padrao where in 1482 the Portuguese navigator Diogo Cao erected a stone cross at the mouth of the great Congo River.

On the island of Principe in the Gulf of Guinea the much travelled Scroll was messaged by top government ministers and in Gabon by the director of the Malaria Research Institute at the Dr Albert Schweitzer memorial hospital on the Ogooue River.

At a media function in Libreville additions to the Scroll continued as the South African ambassador and the embassies of Sao Tome and Principe, Egypt, Algeria, Equatorial Guinea, Guinea Conakry and the Democratic Republic of Congo all added their signatures and messages. Added to the endorsements in support of malaria prevention are those of ordinary people as well. In the forests of Cameroun a simple pygmy signed the historic Scroll. In Nigeria it has been endorsed by High Chief Edem Duke, the Royal Chiefs of the ancient city of Calabar and the governor of Cross River State who wrote: *"We commend your wonderful humanitarian effort aimed at the mothers and children of Africa. We are proud to be part of this initiative."*

At a banquet in Lagos the First Lady of Lagos State endorsed the humble expedition scroll as did the Roll Back Malaria team who joined us in a 10 000 mosquito net fight against malaria in Nigeria. Dodging the wild chaotic traffic of Lagos the three expedition Landies made it to the King's palace for an official signing and distribution of mosquito nets to pregnant mums and babies. In the Kingdom of Badagry, his Royal Majesty the Akran wrote: *"This is the greatest mission of the 21<sup>st</sup> century in the fight against malaria in which you have taken on the No. 1 killer."* His majesty gave us the freedom of the city and signed certificates that made us pilgrims of historic Badagry.

In Ouidah, Benin to the accompaniment of drums, singing and dancing in the sacred forest his majesty the voodoo king Mito Daho Mindji Kpassenon wrote *"I do appreciate what you are doing for peace and malaria. We voodoo people thank you for this great work."*

In Ghana the Scroll is messaged by the Paramount Chief of Aflau, the regional administrators and the honourable Kofi Osei deputy minister of tourism. In Accra the director-general of education writes: *"AKWAABA!!! Welcome to Ghana, the land of people who love peace – we cherish and appreciate your concern for the welfare of ordinary Africans – God bless you – BRAVO!!"*

Dr Bernard Kwazi Glover who is assisting us with our One Net One Life campaign against malaria writes: *"This is a wonderful venture and adventure. Malaria has been endemic in this part of West Africa for centuries – in fact in colonial times the area was referred to as the 'white man's grave' – caused by malaria. This venture will make a difference."*

Yao Dzide writes that *"Malaria is still a major killer and that the long-lasting mosquito nets we are distributing will drastically help in reducing malaria, especially in children."*

Last night the South African ambassador in Ghana at a dinner party in our honour wrote this message: *"Thank you for flying the flag of our Rainbow Nation in a noble mission of saving and improving lives."*

And so the Outside Edge Expedition moves slowly on around the rim of Africa, saving and improving lives through adventure. Land Rover, many thanks for your support for the most exciting and adventurous humanitarian expedition ever to circumnavigate Africa. Our three Landies are integral to the success of the expedition. They have not missed a beat and growl on relentlessly. Congratulations on a fine product.

Best wishes from Kingsley and the expedition team.

### **Humanitarian Action – Saving and Improving Lives Through Adventure**

In a campaign called "Teaching on the Edge" the expedition had distributed mobile libraries to remote schools up the West Coast of South Africa, and in Namibia around Luderitz, Walvis Bay and Ruacana. The One Net One Life malaria prevention campaign in which mosquito nets are distributed to pregnant mothers and to children under the age of five is in full swing as is the Right to Sight programme in which spectacles are given to the poor sighted. In Angola thousands of pencils, pens and exercise books have been distributed to remote bush schools.

At Centro de Saude Boavista, a downtown clinic in the centre of Luanda mosquito nets were distributed to pregnant mums and babies. This very successful event went out on local radio, TV and press, the story of a South African led expedition caring for the people of Africa. At Ponta de Padrao at the mouth of the Congo where Diogo Cao first erected a stone cross in 1482 we distributed mosquito nets to pregnant mums with babies and continued to do so as we made our way across the Democratic Republic of the Congo, Cabinda and Congo Brazzaville. In Gabon with the help of the Wildlife Conservation Society we used theatre and costuming to add a conservation message to our Teaching on the Edge programme.

At the Albert Schweitzer institute in Lambarene Prof Sadoo agrees that the best results that they've had in preventing malaria have been through the distribution of mosquito nets. We are on the right track. Working in the mud and rain in Cameroun we distribute more nets, Teaching on the Edge material and much needed spectacles to the poor sighted. In Nigeria we distribute close to 10 000 life saving mosquito nets, 6 mobile libraries and 600 spectacles. We continue our humanitarian work in Benin and Togo and in Ghana we will distribute mobile libraries, spectacles and over 3000 life saving nets.

### **A note from one of the journalists – a credit to our product:**

In Accra, the three Land Rovers are attended to by Land Rover South Africa's technical head, Rory Beattie, who is as astonished as Kingsley and Ross at how little damage the vehicles have suffered – considering the beating they have routinely been subjected to over the past five months. The roof racks have been seriously overloaded, a winch is broken – but that's it, the Landies are ready to push on to new dangers, like Sierra Leone

### **NEW V8 FOR TOYOTA'S CRUISER**

The new flagship Toyota Land Cruiser equipped with a brand new V8 diesel should be available here shortly. New technology ensures it retains its go-anywhere abilities. Built on an entirely new platform, this Land Cruiser's length has been extended to 4,95 m while the width is 1,97 m.

A Crawl Control system is available with the petrol engine to automatically control the engine and brakes to maintain very low speeds, only requiring the driver to steer the vehicle in extreme off-road situations.

Four-wheel active height control and adaptive variable suspension links all four wheels and also provides a new spring rate control system. The new model also features a host on advanced safety features like the new multi-terrain ABS, stability control, EBD and 14 airbags.

The range topper will be powered by a new 4.5-litre D-4D V8 turbodiesel engine. Mated with a new six-speed automatic transmission, this unit is good for 650 Nm from 1 600 to 2 800 r/min. Peak power of 213 kW is produced at 3 600 r/min.

Also available is a revised 4.7 petrol V8 mated with a five-speed automatic gearbox. Using VVT-I, this V8 develops 214 kW at 5 400 r/min and peak torque of 445 Nm at 3 400 r/min. Toyota quotes fuel consumption on a combined cycle of 10.2 l/100 km for the turbodiesel and 14.4 l/100 km for the petrol V8.

Locally, Toyota SA has confirmed that these models will be coming to South Africa as the Land Cruiser 100 series by the end of the year. However, specification for the local market is still being finalised.

### **NEW DRIVING POINTS SYSTEM HITS THE ROAD**

**By Jani Meyer**

Details of South Africa 's tough new measures to remove dangerous drivers from the road by suspending or revoking their licences have been revealed. The new system will be introduced in Pretoria on September 1 and then extended throughout the country.

Every driver will be awarded 12 points. If you lose those points through 12 demerits in a year, your licence will be suspended. After three suspensions, your licence will be cancelled. So strict are the new regulations that you could have your driver's licence suspended immediately if, for example:

- You're caught speeding.
- You're not wearing a seatbelt.
- Your car's tail lights are not in working order.
- You left your licence at home.

And in addition to losing your licence, you will be slapped with a stiff fine. National Transport Department official Ndivhuwo Mabaya said each motorist would be allocated 12 points at the beginning of each year.

If he or she remained penalty-free at the end of the year, the next year would kick off with an additional 12 points plus a bonus point - a total of 25. This process would be repeated every year, with the result that good drivers would be rewarded by building up a bank of bonus points. Conversely, points will be deducted for offences committed during each year.

However, don't think you can build up, say, five years worth of brownie points as a safeguard against any serious traffic offence you might commit in the future - such as drunken driving, excessive speeding or running over a pedestrian while you're inebriated. In the case of major traffic violations, the law will continue to take its normal course and you will end up in court to face the music.

And, if found guilty, you're almost certain to lose all your carefully hoarded points as well. Traffic officials also stress that the entire system is in a trial-and-error development phase and will be tweaked and fine-tuned continuously as the need arises in the years ahead.

The new demerit system, based on a highly successful Australian model, has been made

possible by the introduction of the card-format driver's licences which enable traffic authorities to store the record of every driver.

Demerits will be rated according to a unit scale. For example, if a motorist is found with an unregistered vehicle, he will be docked two demerit points from his 12 points and get 10 penalty units which means a fine of R500.

Not having your driver's licence with you also costs two demerits and a R500 fine. If you are caught not wearing a seatbelt, you will get one demerit and pay a R250 fine. Traffic infringements that will cost drivers three demerits include not stopping at a stop sign and overloading by more than 25 percent. Overloaders will be penalised by 25 penalty units - a fine of R1 250.

Those caught speeding repeatedly will be especially hit with hefty fines and demerits.

- If you are caught doing up to 20 percent over the speed limit, you will get a fine of R250, but no demerit points - for example speeding up to 72km/h in a 60km/h zone or up to 144km/h in a 120km/h zone.
- If you are 21 percent to 30 percent over the speed limit you will get one demerit point and a R500 fine - for example travelling up to 78km/h in a 60km/h zone or up to 156km/h in a 120km/h zone.
- If you are 31 percent to 45 percent over the speed limit you get two demerit points and a R750 fine - for example up to 87km/h in a 60km/h zone or 174km/h in a 120km/h zone.
- If you are 46 percent to 60 percent over the speed limit you are docked three demerit points and fined R1 250 - for example doing up to 96km/h in a 60km/h zone or up to 192km/h in a 120km/h zone.
- Doing more than 60 percent over the limit will mean the driver will go straight to court where the magistrate will determine the fine - and four demerit points will be deducted.

Motorists who have not converted to the new card format have already lost their licences and will have to be re-tested if they want to drive again.

### **PAINDANE HOLIDAY ACCOMODATION - MOZAMBIQUE**

Dear Holidaymaker

We have a SPECIAL SPECIAL offer on accomodation from 15 October - 30 November:

Only R50.00 per person per night in self catering chalets - Please come and visit us in our beautiful paradise

For more info contact us at 082 569 3436

Regards

Paindane Beach Resort

### **NEW XC70 - THE THREE-IN-ONE, BUSH-BEATING VOLVO**

By Les Stephenson

Mogale's Gate reserve, in the Magaliesberg north-west of Johannesburg, right now is a devastated, fire-blasted disaster area of scorched earth, shrivelled bush, blackened grass and shallow drifts of grey ash and the flames that destroyed it all have exposed the big, brown, sun-split rocks that have lain for millennia on its rolling hills.

The tight, snaking tracks that traverse this end-of-the-world desolation are steep and also rock-strewn, their severe gradients gouged by the spinning wheels of passing 4x4's. All this sheer ruggedness was the very opposite of the damp, muddy and river-riven green German forest used

in May 2007 by Volvo International for the world launch of the company's third-generation XC70 all-wheel drive station wagon.

I doubt that such backloads of Africa were in the design brief set before Volvo's designers for XC70 III; snow, slush, mud – even shallow streams - that would halt conventional cars would have been somewhere on its pages but not the chassis-crunching stuff of Mogale's Gate.

More kudos, then, to Volvo SA for having had the corporate balls to put their new wagons over such terrain at the hands of the media and yet more to the small fleet of wagons themselves for making the trek unstopped and undamaged. The new XC70 is available in South Africa in two models identical in equipment, features and options but different in engines: one has a 3.2-litre, transverse straight six – the first in a Volvo – capable of 175kW and 320Nm, the other a proven D5 five-cylinder, 136kW and 400Nm turbodiesel priced at R419 000 and R429 000 respectively.

Despite the apparent sexiness of having a powerful quad-valve V6, there's really no contest. For such a big lump, the V6 is sluggish and noisy while the D5 is alert and looking for action, is more fuel-efficient and has plenty of thrust to handle any on or off-road situation. Each drives through a "Geartronic" auto/manual sequential six-speed gearbox backed up by a host of traction and stability systems that includes hill-descent control borrowed from fellow Premium Automotive Group member Land Rover.

The all-wheel drive is electronically controlled to shift traction to the axle with more grip or equally to both for normal use. There's no low range – Volvo does not pretend that this is a Jeep-eater – but manually selected first and using steady accelerator control will get the XC70 through most off-road situations that don't require the wheel articulation of a Range Rover or the ground clearance of a Ratel.

The wagons, based on the chassis of Volvo's S80 sedan, have modest protection plates front and rear though I reckon they're more for snow and show than bumps and thumps. It's all part of the rugged look most automakers now determinedly add to their all-wheel drive products but Volvo has managed to do the macho bit without making the car look like it was designed by a "Boys' Own" comic-book illustrator.

### **Rugged and handsome**

The overall effect is stylish, though the white circles around the under-bumper fog lights give the car the look of a baby panda. The roof rails flow all the way from the base of the A pillars to the motorised, self-opening/closing (optional) door below which is a second, rear-facing, panda face though this one has red lights for eyeballs. Whatever, Volvo has created a rugged and handsome machine that is three cars in one – five-seater family transport, load-lugger if the rear and front passenger seats are dropped (see gallery) and, of course "Xross Country" traveller. Volvo is using the slogan "Life is better if lived together" and for sure the versatility and load-carrying ability of the XC70 makes it ideal for an outdoor, outgoing biking-hiking-camping-sailing-climbing family lifestyle.

Volvo says cabin space for passengers is bigger than the previous model. The distance from front to rear passengers has grown by 21mm, rear legroom 48mm greater though it's still a bit tight back their for adults and knee clearance by is up by 21mm. Width at shoulder height – in the front seats – is 30mm better.

Lots of imagination has been used in the load/luggage area. The rear seats, which come with two fold-out kiddie seats that use the adult seat belts, are split 40/20/40, providing two very comfortable rear seats with a centre armrest. The boot floor has aluminium rails and movable anchorage points; the latter can be tucked down into the rails when not in use. Anchor eyelets in the side panels can be used to keep luggage securely in place.

### **Celebrated safety arsenal**

After that, there's a whole shopping list of options: the side panels can be equipped with multifunctional rails, making it possible to attach hooks, load nets and cargo space dividers among other loading accessories, a remote-controlled and power-operated tail door and a sliding floor.

Volvo's already celebrated arsenal of collision protection weaponry – crash bags and curtain and anti-whiplash head restraints – are standard but options in this field include a "collision imminent" warning system that will scare the heck out of you when its buzzer sounds and a big red light flashes above the steering column as the brakes pre-load for action and blind-spot warnings that flash an orange light on the relevant door mirror as another vehicle approaches alongside.

Cruise control is standard but can be upgraded to "adaptive" to maintain a preset following distance in traffic. A choice of interior trim finishes is also available from wood to shiny metal (to be avoided, it reflects the African sun like crazy); satnav, superior sound systems and rear-seat video can also be specified (see picture gallery). And yet to come are an XC90 and XC60.

### **PARENTS BEWARE - NOW KIDS GIVE 4x4 A BAD NAME!**

2007-9-4 23:32

Port Elizabeth - A police narcotics expert has warned school principals that he won't hesitate to take action against them if he knows they're involved in providing banned substances to their sports participants.

Captain Jan Combrinck, who's involved in drug-awareness training at the organised crime unit, said he had heard of principals who were reportedly involved in or knew of energy drinks of their first-team rugby players being spiked to enhance their performance. He told the principals they should realise that rugby was not that important - boys who used steroids eventually couldn't face life and later ended up on the streets.

Combrinck said it was the duty of principals and teachers to be role models for their pupils. If they were aware of drug problems, they had to report it to the police. He said he regularly visited schools and people would be shocked if they knew what children as young as nine years were up to. According to him principals and teachers ought to be better informed about drugs.

He said they knew the general terms such as dagga, cocaine and mandrax, but had no clue when children spoke about *angel dust*, *Adam and Eve* or *buttons*. "Sir, you may think that youngster who walked past you boasting that they had a good 4 x 4 that weekend, had a lot of money for something to drive in, but you don't realise that they're referring to one of the drugs," he said.

He said drugs were already a major problem at primary schools. He'd visited a primary school on the West Rand recently where 16 pupils were reportedly drug addicts. Referring to cases he'd worked on, Combrinck told the principals that he knew of schoolchildren who had become so caught up in the world of drugs that they had eventually died on the streets. He also reminded them that in terms of the Schools Act they were entitled to insist on pupils being tested for drugs.

Various principals that Die Burger spoke to after the conference said they weren't always informed about what happened during coaching and matches. A principal who didn't want to be named said he'd seen rugby players in his first team who were feeling a bit off-colour before a match, using a booster that was sold over the counter. "I suppose the question is what can be allowed and what not, and how to regulate it as a school principal if the child's parents take him to a doctor where all kinds of things are prescribed to boost sports performances.

"In many cases it's the parents rather than the principal or the coach who're pushing their children," he said.

**Beeld**

### **KRUGER LIONS GO WALKABOUT!**

Search continues for missing Kruger Park lions - September 16

The search is still on for three lions that escaped from the Kruger National Park on Thursday. One of the lions was killed by a goods train yesterday. Communities in nearby villages at Buyelani, Spelanyana and Mdlankomo are living in fear. They are also worried about their livestock.

The Mpumalanga Tourism and Parks Agency says they are working round the clock to recapture the animals. Spokesperson Jimmy Masombuka has appealed to residents to lock their animals away.

Second runaway Kruger lion killed - Tue, 18 Sept

One of the runaway Kruger National Park lions was killed on Monday night after it was found eating a cow, said the Mpumalanga Tourism and Parks Agency. The lion found on Monday night had to be killed for safety reasons, said Masombuka. "Because its already tasted the cow, then it's going to be a problem and a danger to the livestock," he said.

Masombuka said the agency was not sure how many runaway lions were still roaming because although the community said five had escaped from the park, the agency had only seen four escape. On Saturday, one of the runaway lions was killed when it was run over by a train.

Missing lions may have returned home - September 19 2007

Two lions that escaped from the Kruger National Park last week might have quietly returned to the park, the Mpumalanga Tourism and Parks agency said on Wednesday. "So far we have found no trace of them, after our extensive search. We are continuously monitoring the area, but we believe that they are back in the park," spokesperson Jimmy Masombuka.

The agency had received late night calls from the public claiming there were lions in their yards, but on arrival authorities had only found dogs there. Some people called from as far as the Eastern Cape forgetting that the focus area was Mpumalanga.

### **LAND ROVER SIGNALS STRONG AND SUSTAINABLE FUTURE**

Click on the following link for a photograph to accompany this release

<http://www.newspress.co.uk/LINKS/53680/rover/index.html>

Land Rover today signalled a strong future for both its business and its models. Speaking at the Frankfurt Motor Show, the Managing Director, Phil Popham, said the business was in excellent shape with sales continuing to grow and profits "never better". He forecast sales of over 200,000 for this year, with 30,000 cars being sold in countries where Land Rover did not have any vehicles five years ago.

Land Rover also announced the latest technology in its drive to cut emissions and given an indication of the design direction for future, sustainable models. From early 2009, an innovative stop-start system will be fitted as standard to all Freelander 2 TD4 manual vehicles. The system turns off the engine when the vehicle is stationary and automatically restarts it when the driver is ready to move off. This prevents the engine from unnecessary idling, eliminates wasting fuel and cuts carbon dioxide emissions. It will help to cut CO<sub>2</sub> emissions by over 7% from 194 g/km to 179 g/km. This equates to a fuel economy improvement in a combined cycle (NEDC) from 37.7 mpg (7.5/100 km) to 41.5 mpg (6.8/100 km). In the UK, this means the vehicle moves down from VED Band F to Band E.

Land Rover also provided journalists attending the show a sneak preview of its future design and technology direction in the form of a short animated film. This gave a tantalising glimpse of a concept that demonstrates Land Rover's commitment to innovation that embraces the challenges of sustainability while retaining Land Rover's core values.

In addition, Land Rover announced a partnership between the world's largest humanitarian organisation, the International Federation of the Red Cross and Red Crescent Societies, and the Land Rover G4 Challenge, the world's ultimate driving and adventure sports competition. The partnership will raise further awareness of the Federation and help generate funds for its causes. Land Rover is committed to generating £1m for the Federation.

Editors' Note:

- *Since 1948 Land Rover has been manufacturing authentic 4x4s that represent true 'breadth of capability' across the model range. Defender, Freelander 2, Discovery 3, Range Rover Sport and Range Rover each define the world's 4x4 sectors, with 78% of this model range exported to over 140 countries. Land Rover employs 9,500 people and supports a further 40,000 jobs supported in the supply chain.*
- *Land Rover is committed to addressing the challenges of climate change and since September 2006 carbon dioxide generated by Land Rover manufacturing activities and UK customer vehicle use has been balanced through an industry leading offset programme run by Climate Care.*

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## **MASAZANE EXPEDITIONS**

### **MASAZANE BREAKAWAYS – UP TO 8 DAYS:**

An opportunity to unwind from the general mayhem in our lives, without having to dig deep into your leave, if at all...

### **CAMP AFRICA – THE BEST BREAKAWAY IN THE SOUTPANSBERG!!!**

#### **CAMP AFRICA HUTS AND CAMPSITE (LIMPOPO, RSA)**

Now if driving too far is not your 'thing'... and you just want to mellow for a few days... why not join us at **Camp Africa**. **Camp Africa** is situated on the fringes of indigenous forest and has a beautiful view over Louis Trichardt. By road it is approximately 5 km from the centre of Louis Trichardt. **Camp Africa** has five (5) huts and many camping spots. Each hut is a 'family-unit' with two (2) single beds and a double bunker, i.e. four (4) beds. **Camp Africa** has a fully licensed bar and there is a kitchen area with two fireplaces and a double sink. The ablution block – each of the ladies and gents has a toilet, washbasin and two showers with hot water from a 4kW geyser. There is a large boma that holds a 'kuier-fireplace' so that the beautiful evenings of this region can be enjoyed. Of interest to children, will be the animal pen with rabbits, chickens, goats, geese, ducks, guinea fowl', etc. There is much else to see and hear... so bring the family anytime for a short break from the mayhem of city life...

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

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

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

**MASAZANE EXPEDITIONS**

**CAMP AFRICA**

**CK 1996 / 015766 / 23**

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April 2007

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## ***From the Tracks – Reader Feedback***

### **NEWSLETTER FEEDBACK**

Alan

Thanks for a stunning newsletter.

Just one comment: Being in Vulture conservation for more than 25 years I'm highly disappointed in you discriminating against THE MASTERS OFF THE AFRICAN SKY by calling tow truck drivers Vultures!!!!!! Vultures are intelligent creatures. I call them "street jackals" because they will create an opportunity to eat you while still alive and Vultures won't.

Regards

Danie Terblanche

***(He He! Ed)***

### **READER ADVENTURE FEEDBACK**

#### ***CAPE TO CONGO RIVER - TRIP REPORT ANGOLA TRIP 01 APRIL TO 30 APRIL 2007***

"The only difference between a pit bull and a Greek mother is that the pit bull eventually lets go" jokes Panayotis (Peter) Koutsis (aka Piet Plakkies) my Greek friend and partner for his virgin African adventure. Twenty-something Peter is the owner of a busy Italian restaurant and to tear him away for this trip was no easy feat. The wife got booked on a tour to Portugal in July so we are even and everything is set for departure to Angola.

I have been making and driving on my home made bio-diesel for many months now and this trip was an opportunity to try and set a local record for distance traveled on home brewed diesel from Cape Town in one go. With 180 liter in the belly tanks I was able to load another 350 liter in the back, a bloody lot of cooking oil!

We departed Cape town early morning on the 1<sup>st</sup> of April and over the next 6 days worked our way solo up to Ruacana via Noordoewer, Aus, Sesriem, Walvis and Swakop and then via the C35 to Ruacana to meet up with the rest of the party. We arrive at Hippo Pools camp a day early and it is as hot as hell with incredible humidity, only one other campsite occupied by some music loving locals. We find a site far away next to the river, set camp and then take a drive to see the falls and then drive down stream towards the Kunene Lodge. The water level is very high and the road flooded in many places and obviously then had a lot of fun.

The rest of the group arrives from all over the RSA. A total of seven vehicles.

Marius and new girl friend Christa – Uri guide with Cruiser bakkie

Johan and Jeremy – The Journey guide in a Defender

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Pierre – Cruiser bakkie with a block of flats (camper) mounted on the back  
Johan and Helma – Cruiser bakkie  
Kowie and Carol – Isuzu  
Leon – new Hilux  
Hannes and Peter – Cruiser 80

This Angola trip was the very first commercial trip as a joint venture between The Journey and Uri to take guests as far up north as the Congo River. An itinerary was set out for this trip but guide Marius (can speak Portuguese) makes it very clear that we can use it as toilet paper as things never work out to plan in Africa. We arrive at a very quiet border post and the Nam side is fairly quick. The paperwork on the Angola side takes forever due to hand written everything and abc like spelling and writing. This is the first border crossing that I have ever witnessed where officials actually take about 10 min on each passport to compare the living face with the passport pic in detail. This was most amusing and entertaining. Over the Cunene we make a lunch stop next to the dam. Great thing about this trip is that all meals are included and what a great spread was laid out at every meal. Bravo!

A dusty narrow track through mopanie veld takes us to the village of Chitado, our first glimpse of war torn ruins. We set camp on a dusty clearing on route to Otchinjau and with plenty dry wood we get a festive fire going. Bare breasted local women visit the camp and gets Jeremy the reporter snapping plenty pictures.

Another crystal clear morning sets us off past more villages and some massive Boabab trees. Maruis talks non stop on the vhf radio about plants, the locals, the war and so on and on. Very interesting but mostly white noise to me, I enjoy the driving and the scenery of granite hills and Peter hanging out of the window waiving all he has to the locals. All I see in return are plenty white teeth and smiles and kids waving their arms off. By mid afternoon we drive into Cahama, passing over a river with lots of people swimming and washing. Here we get onto the main highway to Lubango but the once tar road is disintegrated with deep potholes.

Now the vhf radio is alive with many comments and quirks. We zigzag all over the road to avoid and dodge the potholes, but it just gets progressively worse and every now and then I have to brake to almost a standstill and negotiate through a deep hole cornered by wrong lines taken. Pierre has the most difficulty with the camper on the back of his bakkie as this block of flats does not take the side slopes on the fringes of the road very well; mildly put he has to donner through every hole. By the end of the day we camp in a marble quarry next to the road, we only did 193 km for 9 hours of driving. Peter has his first bush shower thanks to Kowie and Carrol but then has to endure a lambasting when we realize that he has used a full 20 liter jerry can of water.

The next day we stop at a tavern at Viriambundo and have a few N'gola beers next to a massive big wild fig tree. The front loader cd-player is not very happy with the potholes and by now I am so gatvol of Greek music I can break a enamel dinner plate and we listen to some good music on FM97.0, radio "bom dia" it sounds like. We pass villages Quihata and Chibin and see kids at school under the trees. The school kids all wear white jackets like cricket umpires to school and carry their own little chairs with them. The Road improves a lot closer to Lubango and there are lots of road works. There are large depots with brand new construction equipment parked in rows just outside the city. Lubango has about 1 million inhabitants and is overlooked by the Jesus statue on the mountain just like Rio. The streets are very busy and driving American-style on the other side of the road is not so easy and takes a lot of concentration and thinking. Peter jumps out in a side street and joins Maruis and some others to change some dollars (81 Kwanza for a USD and 12 Kwanza for a Rand) and then we get to the filling station. Gasolina is petrol at R4.30 per liter and Gasoleo is diesel at R3.30 per liter. I still have a lot of bio-diesel left and rather fill up the water cans. We stop at a supermarket and get bottled water at R9.50 per 1.5 liter. Even JC le Roux bubbly and Amarula is available at R100 per bottle!

Outside of Lubango we stop at the busy market of Hoque to buy charcoal. The people are dressed in brightly colored garments and very friendly. The potholed tar road has been broken up with construction and we gather some speed on graded gravel with a lot of powdery dust. It is almost impossible to pass any trucks. We stop at a church destroyed by the war with only the steeple and bell remaining. Tonight we literally camp in the road. At some places the potholed road is so bad that a detour has been cut through the bush and camp is set on the verge that we have to move our camping chairs with every passing vehicle. I fold the Cruza's mirror in before getting into bed and just as well because in the middle of the night a very large truck passed very close!!

At breakfast we give a school kid with books under one arm and a live rooster under the other arm some food but with his hands full he makes a plan to eat.....puts the rooster down and places his foot on the roosters claw to trap and hold it. Mid morning Peter gets queasy and spills his guts through the window. This is the second time it has happened to him and he does not want me to stop in fear of the wrath from Carol, his trip mother. This is the second time he has taken the bloody malaria tablet without breakfast!

The roads improve closer to the central city of Huambo. This is a big city and I would compare it to Bloemfontein in size. Some road-works take us on a wrong detour and we land up in a very large informal market. Everything is here, rows and rows of motorbikes, generators, bicycles, car parts, more furniture that I have ever seen in any Lewis store and all the flavors of cool drink that Peninsula Beverage has run out of back home. All brand new but all cheap Chinese goods.

Angola government has made a "roads for oil" deal with China and about 1 million convict Chinese are in Angola already with another 6 million to come as I understand. With this deal all the cheap imported goods. Motorbikes are something to see. Hundreds of thousands of bikes, all from 125cc to 175 cc, cruise all over the country. Riders with baseball caps, cowboy hats, sunglasses only and a few with helmets, 3 people on a bike, 4 on a bike, live goat tied on the back, live chickens with feet tied together hanging over the handle bars try to keep their heads out of the spokes. At the filling stations bikes queue in a bundle and keep pushing in front of us and the only way forward is to push the bulbar against the last rider.

Huambo was Savimbi's stronghold and there are lots of shot up buildings with bullet and mortar holes. Somewhere in the city we find a brand new franchised type bakery and buy some pauw (bread). Besides for the detour to the informal market, we have been right on the T4A tracks up to now so getting through the city is no big deal for getting lost. The minibus taxis are all blue and our drivers back home can learn something from this crazy lot. This city may be very active and crowded but we do not feel intimidated by the locals. After the city we drive in very dusty conditions at a fairly fast pace and use the vhf a lot to get past traffic. We drive well past dusk and pull of into a muddy quarry for the night (S12.04425 E015.38805). A very long day of 12 full hours in the vehicle and 245 km traveled.

From here the scenery starts to change with some impressive granite hills and cliffs. There is a lot of road construction and we follow a very large river to the right. Just before the town of Cela we cross this big river and come across a group of men busy with a de-mining operation. We stop and have a chat and they show us some mines that have been removed. This is part of the mine sweeping operation before the road construction moves in.

Just a few words on Landmine 101, and this is only my perception. Landmines are real. An anti personal mine can take a foot or leg off and even kill you and a tank mine will vaporize a normal civilian vehicle with you in it. During the civil war in Angola millions of mines were planted right throughout the country by the MPLA, UNITA, Cubans and the South Africans. According to UN reports there are about 70 000 amputees in Angola. There has also been a large migration of

people from the countryside to the cities due to the landmine threat. As a tourist one has to be aware and need to use some savvy. Many mine areas are marked with small red boards, triangles, red dots painted on the side of the road, sticks painted red, trees painted red and so on. However many places have not been marked. During the war it was common to blow a bridge up and then plant mines in the perimeter around the bridge. You will soon notice that there are no foot paths to the water at many bridges and that tall grass grows up to the side of the road. Do not go where locals do not tread. If there is no well worn footpath through the grass, do not go there. If a road is overgrown do not drive there. If you need to go, do it between the vehicles in the road! Stay on the road!!

The road starts dropping down the escarpment and we pass through some thick rain forests. We stop and crack a beer. Pierre lifts his beer to salute a fast approaching truck but the driver immediately sees the beer as an offer and stops on a pin head and relieves Pierre from his beverage. Obrigado and plenty smiles. Between Catete and Maria Teresa we set camp next to the road in a clearing (S09.15319 E013.86178). Up to today the weather has been fantastic but tonight it is thick with rain and thunder. The humidity is incredible and I wake up the next morning with a heat rash. It is very itchy with lots of red dots with minute blisters, looks like chicken pox...actually it looks as if I have been bitten by the fleas of a thousand camels!!!

Lots of rain during the night but clears by morning. The guides decide not to go into Luanda and rather take a shortcut to Caxito and press on to reach the Congo River. I empty the last bio-diesel container and have about a 3 quarter tank. I think that I can now claim to have made Cape Town to Luanda on home made diesel, total of 4200 km. The shortcut road is under construction and is one big muddy mess. A bus is stuck in a narrow section with a few bakkies lined up behind, one with about 15 workers standing on the back. We make a daring dash over an embankment just to slide down out of control on the other side, this all to encouragements shouted from the locals. After we all made it the 4x4 bakkie with the 15 workers on the back also tries but fails dismally and not a soul will get off the back to help. Lots of puddles, mud and fun gets us to a filling station at Caxito.

One thing about fuel in Angola is that you must fill up whenever you can. Sanangol is the only brand and many new filling stations are built and/or under construction. Most with the express type shop, but mostly without fuel. Angola has lots of oil but cannot cope with refining and delivery. The black market is very active selling fuel next to the road in small quantities. So when you get to a pump that has fuel you have to compete with rows of locals filling cans for the black market. The pump attendant will fill your tank but is very reluctant to fill jerry cans. The diesel is brown, like tea without milk but the vehicles run well on it. The petrol cars in the group were complaining about some roughness.

Just past the town of Musserra we stop and Leon notices that the bolt holding the rear leaf spring to the chassis mount on the front end is hanging on a thread. With a tyre lever the spring is forced into place and the bolt knocked into place but with the nut missing. We cannot find any nut to fit until Helma returns from an old scrap bakkie with a selection of nuts and lo and behold, one fits perfectly! For the past two days there have been a lot of grumps and groans in the group about the relentless days of driving. We are all smelly with old dirty clothes; I dumped my scants days ago and now only wear those swimwear type PT shorts without the mosquito net, free style.

We see the sea next to us on the GPS but cannot get to the beach. By dark we have not found a campsite and most of the group is on edge, another day of 12 hours driving. We arrive at the dark town of N'zeto (Ambrissette) and find light at a corner pub. The owner indicates that we may camp on the beach, "go two blocks down this road and turn left onto the beach, but first have some beers". Oh boy, and did we lay them in, all of us, even grumpy Carrol got the giggles. We eventually got to the beach, parked the cars with the lights shining into the ocean and we all

dashed in, clothes and all, lots of laughs and surprise-surprise, the water is warm!! No tent tonight, we sleep under the stars.

Reaching this beach (S07.22800 E012.85528) and last night was a highlight. Spirits are high and we have a lazy morning with a very late departure. Peter has a lot of fun with the local kids and entertains everyone. The bridges on the coastal road to the north are under water and we are forced to use a more inland route. This turns out to be the worst potholed section ever. Progress is very slow. Every now and then a very busy and fast horse-fly type insect makes it into the car that stings like a wasp. One finds its way up Peter's leg into his shorts and causes a lot of chaos in the car, Peter is driving! We come to a stop well into the bush and Peter goes ape on the seat. Finally back on the road we are now far behind the group when we get stopped at a road block.

This is a problem as we cannot understand a word of Portuguese so I start telling the official a non-stop Afrikaans story about "Blommie Kabouter, Liewe Heksie en al die moeilikheid wat die Gifappelkies vir koning Rosekrans gegee het". We finally get to the stage where it is clear that nobody is going to understand anybody and we get the "you may proceed" wave. That was close!!!

Late afternoon we arrive in Soyo and make our way to the Congo River. We rush into the brown waters and drink beers in celebration. Only later we find out that there are crocs in the river, so much for "swim only where the locals swim". Here we hit the only hiccup on the trip; the designated camp site is not there!! It is getting very late at night and the guides are still running around to find a spot to sleep. Night life in Soyo is very busy and at some stage one lady of the group gets into a hysterical panic about the itinerary not been followed. The guys ignore this and have a few more beers: the only rule in Africa is that nothing works to rule. We end up at the Porto Rico Hotel, shower and all.

Maruis arranged a trip on the Congo in military speedboats to the mouth of the river. Here we walk on the beach (S06.08349 E012.32382) our northern most destination. Back on mainland we head south for the first time in two weeks since departing from home and by dusk we set camp on the beach after getting lost on an overgrown track, my nerves shot. The turnoff is in the village of Mucula. It is very overcast and the glow of the oil rigs on the horizon is clearly visible. Walking on the beach at night is exciting with bright flashes of phosphor around your feet with every step.

Just after departing the dash of my Cruiser lights up like an x-mast tree, the alternator packed up. That was the end of the use of our fridge, air-con and radio. The vehicle cuts out a few times and has difficulty starting again. To make matters worse the drizzle turns into a heavy downpour. The dirt road turns to mud, it is like driving on a cake of soap. Both Johan in the Defender and I go into a fast sideways drift and end up in the tall grass next to the road. The streets in N'zeto are like rivers and we end up in the pub again. Most of the rain clears and the road is full of large puddles and Peter sits on the window sill, hanging on to the awning and takes the full splash every time. Crazy Greek! After 10 hours we end up at Musserra and find a beach camp just a few kms out of town (S07.57938 E013.00454). Again the glows of the oil rigs are clearly visible on the horizon at night.

We have now found a way to change batteries between vehicles to keep the alternator-less Cruiser going. By late afternoon we get into Luanda. This is a very big and busy city. Here are lots of new vehicles, especially hundreds of the new Colts, lots of Hyundai's, Chinese vehicles and Cruisers. The craze here is to put fancy stickers on the sides of the new vehicles, very much like the "dazzle Dutsun's" of the late seventies. The favorite design looks like a bad mix of the Nike logo and a paisley. We drive to the end of the Bluff and then decide to sleep at Quanza Lodge, about 40 km out of the city. We get stuck in mad rush hour traffic for almost 3 hours. It is dark as we leave the city and driving the Cruiser (no alternator) at speed at night without lights was not easy. We spend the next two nights at the Lodge (S09.34263 E013.15272 estimate) and

enjoy a very relaxing day. We drove back to a large new Shoprite (S08.92285 E013.18602 parking lot) that is just like the mall back home. Money is changed at a small window in the shop and Castle is available at R100 per case!!! Everything we know is here, from camping chairs to Koo baked beans and Simba chips, meat in recognizable cuts, and the prices just a rand more than usual. This is a great shopping destination in a safe up market area. Just show your shopping receipt to security and get a free exit card for the parking area boom.

By now we are weaned and roam the streets free and fill up the cars without the guides. All the main roads through Luanda are on the T4A maps and the Shoprite just a dash off the marked route. The next 300 km from Quanza Lodge is good tar with only an odd pot hole. Every few kms there are cell-phone towers with a lone guard tending to the generator at each tower. We pass Sumbe and drive through the messy city of Lobito. Lobito is the main harbor importing the Chinese goods we saw at Huambo. Past Benguela we set camp on the beach at Baia Farta (S12.60486 E013.26214) and spend two nights at the same spot. Most of us spend a leisure day in the warm sea water. Fish and large mussels are purchased from the passing fishermen in rowing boats and we have a lot of seafood for supper.

Heading for Namibe the road deteriorates to the village of Dombe Grande. Here we stop and stroll in the open market and a hawker freaks Peter out when he shoves a live crazy looking blue feathered bird for sale almost into his face. As we depart town I spot a white 100 series RSA Cruiser with a rooftop tent camping on the fringe of town and feel bad for not stopping to greet and meet. From Dombe Grande (S12.93983 E013.09409) to the Santa Maria Turnoff (S13.45622 E012.66168) is some real low range 4x4 rock hopping road. We camp high on the cliffs at Santa Maria (S13.43200 E012.53867) and watch the most spectacular electric storms 400 km away over the escarpment. Midnight Peter and I, sleeping in the open, wake up with raindrops in our faces and lots of lightning. We scramble into the rooftop tent but Peter chickens out with the lightning and sleeps in the car.

Past Lucira the vegetation has changed to arid, the top end of the Namib Desert. Over the Benitaba River are the biggest olive trees I have ever seen. The road is now very good and travel at well over a hundred at times. Then we get to a big highlight, Forado Beach (S14.73551 E012.28432). This is a magnificent private beach surrounded by towering cliffs. The beach is very steep and the deep sea swells break directly onto the beach. The beach break is very big and the water cooler, but safe swimming is at the north end of the beach under the cliffs in crystal clear water. This is an awesome place and a difficult destination to leave behind.

In the pretty harbour town of Namibe we stop and have some beers at a beachfront pub. We pay R100 for a plate of chips (fritas) unaware that potatoes cost about R90 a bag here. Some Immigration official arrives and hassles us for our passports in the pub. We know what he wants but the group ignores him and indicates that we need someone to translate. This sends him sitting in the corner for some time until Marius relieves the situation much later with an "aha" moment and fetches him a list with our names and details that makes him happy. Just outside town we drive on the beach to Flamingo Lodge. On arrival Peter, by chance, gets caught out by the host whilst urinating behind the Cruiser and gets a most unkind lecture about "it-never- rains-here-and-we-will-still-smell-you-long-after-you-have-left". I do not think Peter will ever forget this lesson. That night we had some rain!

Flamingo is great and the food, cuisine rather, is awesome and the bungalows comfortable. A relaxing two days on the beach. Some guys went out on the duck to fish on the open sea and Peter and I stuck with the shore anglers. What a fantastic day of swimming, fun and laughter. This is our last day on the beach before heading inland. From Flamingo Bay up the Flamingo River bed to the tar road, back to Namibe and then off to Lubango. The tar road is good and we travel at a fast pace to the village of Tampa at the bottom of the escarpment and the Leba Pass.

The Leba Pass is one of the most incredible and most scenic passes I have ever driven. At the lookout point Leon makes a bad mistake, and drives into a culvert and gets his car tilted to the cliff side with three wheels in the air. Some anxious moments that got his tan frightened away!! Tonight we camp on the grounds of the Palance Lodge near Humpata and watch the Proteas try their dismal hand at a game called cricket against Oz on satellite. The locals complain that they want to watch soccer as they do not understand cricket, but neither does the Proteas and we call it an early night.

Back in Lubango we spend our last Kwanzas to fill up fuel and then wax the potholes back to Cahama with great experience and speed. We stop for a last beer at Virambundo where we last stopped three weeks ago, this time much more experienced and confident. From Cahama to the Santa Clara / Oshikango border post the road is under construction and the pace fairly fast and we set our last camp in Angola 100 km short of the border.

At the border, very busy and lots of chaos like most African borders, we greet and depart our own ways home. We completed a total of 4300 km in Angola. I will be back in Angola again someday.

Hannes le Grange  
Somerset West

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## ***Feedback from Association of All Wheel Drive Clubs***

### **ORRA CHAIRMAN APPOINTED**

Colleagues,

It gives me great pleasure to announce Cobus Bosch as the new ORRA Chairman, elected at the AAWDC committee meeting last night.

Cobus is at present a member of the FWDCSA and a former Algoa Toyota 4x4 Club member for 15 years. He is currently working at the SABC and has a thorough knowledge of radio ranging from LF, AM, UHF, FM, to satellite transmission. He was a radio operator during his National Service so he brings with an in depth knowledge of proper radio procedures. He also has experience in installing 29 Mhz radios for members.

Please welcome Cobus to his new position. I call on everybody to give him all the support that he will need to make a success of this very important service that the AAWDC offers to its members.

Regards

Jakob Jordaan  
Chairman AAWDC  
082-808-1422

### **INTERNATIONAL NEWS**

The AAWDC Fun Day article was published by the UFWDA in their international newsletter. Read more by accessing the newsletter by clicking here: [www.ufwda.org/pdfs/Sep\\_07\\_E-news.pdf](http://www.ufwda.org/pdfs/Sep_07_E-news.pdf)

## **WHATS HAPPENING RE DRIVER TRAINING CERTIFICATION?**

Unit Standard Update September 2007

As at this point, the Unit Standards have been submitted to SAQA and we are going through the processes of registration. Keep an eye on the SAQA website for updates. A Q&A session was held with the Consultant working on the Unit Standards, questions were posed in relation to the way forward in terms of 4X4 Training programmes, accrediting providers and the alignment to the various SAQA processes. The answers are addressed herein:

### Question 1

*Please explain who the role-players are/will be in this process and what their role will be -*

The following role-players were identified:

- Course designers
- Service providers
- Moderators
- Assessors
- Facilitators (Driver Trainers)

#### Course designers

Any training provider can design courses provided they are designed against the relevant unit standards and the training provider is accredited with the relevant SETA. Or, you can have one provider designing the materials and making them available to contracted facilitators or other accredited provider organisations. This would depend on what is practical for you as a group of providers.

#### Service providers

By this, I gather that you mean training service providers. As above, these can be any accredited providers. They can have a core business that is not training, with a training division, or be a dedicated training organisation.

#### Moderators

These are persons that moderate or oversee and quality assure the assessment process. They do not have to necessarily be subject matter experts in a specific field but must be a qualified assessor and moderator as per SAQA criteria and must be able to scrutinize and moderate an assessment process against the respective SAQA criteria, eg. fairness, objectivity, validity and the overall process adopted.

#### Assessors

Assessors are those persons who conduct an assessment against a unit standard or a series of unit standards registered on the National Qualifications Framework. As with a moderator, they need to be qualified and have an assessor's certificate as per SAQA requirements. Once the candidate qualifies as an assessor, he/she then approaches the SETA to which his/her organisation belongs and applies, along with a copy of resume, to cover a specific area of learning and the related standards that you seek to assess.

In other words, you have to have related experience to assess specific learning areas. For example, you cannot apply to assess airline pilots when you have never flown a plane or do not have the necessary qualifications. The learning areas that you wish to assess must correlate with your own experience and qualifications. There is also a general rule that you need to be qualified at one level higher than the unit standards for which you seek to assess against. For instance, based on the fact that you wish to assess NQF Level 3 4X4 standards, you need to demonstrate experience and have a suitable qualification at NQF Level 4.

Facilitators (Driver Trainers)

Facilitators can either be contracted or employed by an Accredited Provider Organisation, or can be members of their own Accredited training organisation.

#### Question 2

*Do or should we train our personnel as moderators, facilitators and assessors and would this be available through our SETA?*

The SETA's do offer training in these areas although not all do. There are various colleges that offer this training too, e.g. ACSA (the Assessment College of South Africa) ? 011-444-2646.

All accredited training provider organizations should have their own moderators, assessors and facilitators. However, in some instances, some organizations do call on external moderators and assessors and facilitators for assistance.

Depending on your industry, some SETA's have registered external moderators and assessors that can assist you in these areas. Some, however, do not have the expertise in the specific learning areas you speak of. This is fine in the case of a moderator but assessors must have related experience to be able to assess a specific learning area.

So, in conclusion, an accredited provider organisation should have their own moderators (one or two) and assessors. Some SETA's are beginning to prescribe that all facilitators must also be qualified assessors as there is an element of assessment in any facilitated learning event.

#### Question 3

*We need to understand the requirements of SAQA for each of the above role-players.*

Your industry and the general trends in your industry will determine certain processes, e.g. how training is provided and the types of programmes that are facilitated as the SETA's/SAQA do not always have the specific experience.

The role of SAQA is to design and create policies around the abovementioned processes. It is also with SAQA that the standards and qualifications get registered on the NQF. However, it is the SETA's who essentially provide the vehicle for the NQF to roll out in specific learning areas.

Whilst there are certain common processes in each SETA, the SETA's do have varying processes and thus you need to approach your SETA with any specific questions you may have. Essentially though, the SETA is appointed as an ETQA (Education Training and Quality Assurer) by SAQA and has a reporting function to SAQA.

Some of their functions are to:

- Accredit training providers
- Register qualified assessors, moderators and facilitators
- Quality assure providers via site visits etc.
- Provide guidelines on how to become an accredited provider
- Provide learnerships in specific skills areas (learnerships are like apprenticeships and the SETA provides the necessary guidelines and supporting documents for an employer organisation to engage in a learnership programme for its employees and even providing learning opportunities for unemployed learners)

#### Question 4

*What is the process required to issue competency certificates? Who will do this?*

Only accredited training providers can do this. Once accredited, the relevant SETA endorses the issuing of these competency certificates against the relevant unit standards.

Essentially all learner records and assessment results are forwarded to the SETA to evaluate/moderate and once they are happy with the results, then the provider can provide a certificate of competency with the SETA endorsement. The SETA's do vary in their processes here so once again, it is imperative that you find out from your SETA what their specific criteria are.

#### Question 5

*How does RPL (Recognition of Prior Learning) take place*

In essence, this is conducted in the same way as an integrated assessment. The person requiring RPL must furnish an assessor with a portfolio of evidence against the unit standards for which he/she wishes to be RPL'd.

The assessor, based on the general organizational RPL policy, can also request that the learner undertake assessments or related assessment assignments against the unit standards just as someone who goes through a training programme may be required to at the end of the programme. The only difference is that the person requiring RPL does not wish to go through the training programme as he/she believes that it is not necessary.

RPL policies can vary depending on the nature of the standards being RPL's and it is really up to the organisation or training provider to decide on the overall RPL policy and what the requirements are.

#### Question 6

*How can we find out about existing training facilities (service providers) including their details on current courses, curriculum, training manuals and course notes?*

The basic information related to this can be obtained from the respective SETA. However, the SETA is not at liberty to disseminate training manuals and course notes developed by a provider as this is their copyright. One would have to then approach the SETA listed accredited provider for more details in this regard.

In the case of learnerships, these guidelines are provided by the SETA and then the SETA will advise you of which providers are accredited to provide the training arm of the learnership.

However, in the case of the 4X4 training programmes, these would not really be learnerships but rather skills programmes relating to the unit standards. Thus your SETA could provide you with the contact details of the related accredited providers.

#### Question 7

*What are SAQA requirements relating to training facilities?*

Essentially the SETA stipulate these criteria (guidelines). Every training provider must have a QMS (Quality Management System) in place in which they define what kind of facilities they will have, the policies and procedures for managing these facilities including any safety and health policies, site management policies etc. This QMS is based on the ISO9000 system.

Suffice it is to say that anyone can have a training facility provided that they comply with safety criteria. This will vary from industry to industry depending on the nature of the training provided. Obviously there are many policies relating to safety that must be integrated into 4X4 training facilities, including environmental policies, safety and health policies.

#### Question 8

*If you wish to become an accredited training provider, what steps do you need to take to do so?*

You send a covering note to your SETA putting in a motivation to v become and accredited provider, highlighting the area in which you wish to provide training in and request that they send you their application forms.

Some SETA's have an online application system and will provide you with guidelines in this regard. There is usually a process for getting minimum information into the SETA, which they evaluate. They may then give you provisional accreditation status pending a site visit.

The site visit will be an evaluation visit where they will come to your premises, inspect your training facilities, check your training records and ensure that your QMS is active and that you are benchmarking your processes against this. Some SETA's require that you submit your actual QMS with your application forms. It is advisable to get all this in place as soon as possible anyway so that when they conduct a site visit, you have all in place to qualify.

If they are satisfied with everything after the site visit, they will award you full accreditation status (usually for a period of five years after which you must apply for renewal).

They can conduct site visits and do checks once a year? this varies from SETA to SETA. Suffice it is to say that it is important that you do your own quality checks at regular intervals and keep reports highlighting any areas of discrepancy and how you will improve this.

If the SETA is not satisfied that you have met all v their criteria at the site visit, they will give you a feedback report and give you a time period to address these issues. Once you have satisfied them with this, they will award full accreditation status. It is seldom that providers meet all the necessary criteria immediately and usually there is some homework to do after a site visit.

The SETA's are starting to become prescriptive about the following areas:

- They will only accredit providers who facilitate programmes that are aligned to unit standards listed on the NQF
- Providers must have their own registered assessors and all facilitators must be registered assessors.
- Ideally all providers should have at least one moderator, or more depending on the size of the organisation and the nature and extent of training and related assessment processes

Every provider must have a well-managed QMS.

Steven Barley  
Unit Standard Working Group

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## **AFRICA BUSHCRAFT AND SURVIVAL ADVENTURES**

*ALL ITINERARIES, TOUR INFO, PHOTOS, COSTS CAN BE VIEWED ON [www.africa-bushcraft.co.za](http://www.africa-bushcraft.co.za)*

### **CROSS BORDER TOURS:**

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Apply for 2008 dates

### **BUSHCRAFT TRAINING:**

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*KOOS MOORCROFT*

*DEAT REGISTRATION NO: GP2424*

*CATEGORY: ADVENTURE GUIDE*

*PROVINCE-S: NATIONAL*

*SPECIALITIES: PROFESSIONAL 4 X 4 TRAILS AND OVERLAND TOURS*

*CELL: 0825792796*

*ISOBELLE MOORCROFT*

*CELL: 0825612613*

*TEL/FAX: 012-6536725*

*E MAIL: [kmoor@telkomsa.net](mailto:kmoor@telkomsa.net)*

*WEBSITE: [www.africa-bushcraft.co.za](http://www.africa-bushcraft.co.za)*

January 2007

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## ***Fresh from the Bush – New Products***

### **COME UP 9000lb Winch**

The winches come in hi profile e.g. control box mounted solidly onto the top of the winch for fitment in forward mounted open winch plates and defender's, and low profile that go behind the bumper and into replacement bumpers.

The winches are 9000Lb and come supplied with a snatch block, remote, roller fair leads and a 30m steel cable. It's the same winch I have been using on the Front Runner Defender for 3 years and has proved to be an extremely capable winch.

Only R 5450.00

Contact:

***Wayne Coombe-Heath***

***Sales Manager***

***27 11 466 0155***

***27 82 326 5998***

### **SIXTH SENSE PARKING AND REVERSING AID**

I am currently focusing on the unit that is made to my spec at the factory.

**The unit consists of:**

- 4 Rear sensors
- LED display
- Control box

- 'Plug 'n play' connectors
- Sound indication via 'beeps'
- User manual
- Neat Packaging

#### **What makes it different?**

- Product gets manufactured to my spec at the factory with extended wire length in order to be fitted to longer vehicles or vehicles such as 4x4s that may require more lengthy wire routes.
- The screen does not only have coloured lights as many basic displays but gives the actual distance reading in RED LED NUMBERS, example 1.1m, 0.9m, 0.55m etc.
- The coloured lights on each side of the screen indicates the orientation of the obstacle behind, in other words shows you on which side the obstacle is, be it LEFT or RIGHT.
- The screen has a built-in buzzer with adjustable sound volume and can be muted as well. The beeps will increase faster as you come nearer the object behind and a constant beep will indicate you need to STOP.
- The sensor type is based on the type used in many up-market vehicles overseas and they have an upward slant. The rear part of the sensor is designed with the slanted part so when fitted will create upward scope. The reason behind this is to eliminate incorrect detection readings when backing up to a very steep driveway for example.
- Sensors in bumper are totally waterproof.
- Sensors are not painted black, but MOULDED in black plastic so that they cannot 'chip' or scratch.

#### **Additional and Technical Information:**

- The SIXTH SENSE Car Parking and Reversing Aid is a modern state of the art supervisory system working on an ultrasonic basis for motor vehicles, 4x4's, trucks, busses, panel vans and basically any type vehicle. It 'senses' for obstacles behind the vehicle during reversing or parking and warns acoustically against obstacles which are detected. It provides assistance when reversing or parking but does not relieve the driver of his responsibility. It is always advised that drivers back a vehicle slowly and with caution. It consists of 2 or 4 sensors on ultrasonic basis, control box, buzzer and display screen.
- It is based on the ultrasonic ECHO-TRANSIT TIME method which emit a steady ultrasonic signal. The sensors operate as transmitters and receivers which receive the beamed and reflected ultrasonic signals and are indicated by the sequence of pulse tones of the speaker. The closer the obstacle is the faster the tones and is also displayed via a display unit in distance.

#### **Features Summary:**

- Reverse with enhanced safety and convenience
- Faster and easier parking
- Automatically detects obstacles behind the car on engaging reverse gear
- Prevents accidental impact and damage to your car or another car
- System indicates distance behind
- Stage-by-stage alarm, harsher the nearer the obstacle
- Wide angle detection range prevents side impact (adjustable slanted sensors)
- Left / right obstacle indicator
- Sleek / modern design
- Compact size
- Extended wiring from factory for longer vehicles
- Simple wiring, easy DIY installation optional

**General:**

Note that some clients were concerned about fitting my product to their luxury vehicles as they were worried about the electronics of the vehicle. This unit is fully functional on its own and has nothing to do with the electronics or computer system of a vehicle. Power is picked up from the reverse switch or reverse light drawing a mere 4W power consumption which is less than an additional light bulb. It should thus NOT affect the warranty of your vehicle in any way.

The unit has gone through strict testing for durability and functionality under extreme cold and heat conditions.

As mentioned above I have asked for changes to the unit from the factory as to suit a combination of different products of this nature, thus my product is combined with LED numbers, led lights for orientation, sound mutable and volume adjustable. The sensors are slanted as used by up-market vehicles.

The unit can be fitted as DIY, however I recommend that it be done by an AUTO Electrician or Alarm fitment centre. Should you look into other options make sure that apples are compared to apples. Fitment cost should not be more than about R500 plus VAT as the unit's fitment can be done in 60 – 90min depending on the type rear bumper on the vehicle. In many cases it can be done without removal or loosening of the bumper.

Should you wish to order kindly contact me, alternatively fax / e-mail the quote back to me with your delivery address. Delivery is next day service (if not over weekend).

**UNIT COST R990 DELIVERED**

Should you have any questions please do not hesitate to contact me.

Kind Regards,

Stan Lemmer - [stanley@localglobalgroup.com](mailto:stanley@localglobalgroup.com)

**SMARTCOVER TONNEAU COVER**

Smartcover is a patented product and a registered trademark that originated from Australia. In 2004 we started in South Africa and currently run a dealership network of 11 branches in the country.

We manufacture the covers in Cape Town and forward it to the rest of the country by road transport.

Smartcover is a Fiberglass Tonneaucover that **is reinforced** and provides the following benefits to our customers:

**Lockable** – valuables can be stored in the load bin of the vehicle

**Looks better** than the tarpaulin type cover and is more durable

It is strong and carry weights up to **150KG**

The only product that comes with a **5 Year warranty**

The load bin seals completely and is now **100% water and dust free**

Improves fuel consumption due to the fact that there is no wind turbulence in the load bin

**Easy to remove & refit** – takes approximately 5 minutes

Gentleman **this** is the Tonneaucover for the future. You can make more profit on your sales and also provide your customers with the best at a reasonable price.

We provide the Smartcover for basically all LDV'S on the market. For any enquiries please contact me on the number below

Kind regards  
JOHAN KRUGER(OWNER)  
SMARTCOVER VAAL / WESTRAND  
CELL: 084-597-3956

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## **EXPLORE AFRICA ADVENTURES**

***Come and explore BOTSWANA with us in the comfort of your own 4X4 vehicle. We are Botswana specialists and probably one of the very few South African bases Safari Operators in possession of a Botswana Tour Enterprise License. (since 1997)***

The itinerary will take you to:

- Moremi Game Reserve – *The Jewel of Africa* - in the heart of the Okavango Delta. Moremi is a prime wildlife area where elephant, hippo, lion, buffalo, giraffe and most other game can be seen in abundance.
- The Savuti area is one of the most photographed areas in the whole of Africa and most of the Africa Wildlife Videos (Derek and Beverly Joubert's "Eternal Enemies" and others where filmed here.
- The Chobe is proud and very famous for it's abundance of elephants – the highest concentration to be found anywhere in Africa. Chobe is also famous for it's rich bird life and, not least for it's boat cruises and exquisite sunsets – an Africa experience not to be missed.
- The Victoria Falls - approximately 1690m wide and very in height from 62m (Devil's Cataract) to 109m (Eastern Cataract). In comparison the Niagra Falls are 968m wide and 54m high. Various activities e.g. Bungi jumping, White River Rafting, Jet boating, Flight of the Angels etc. are available at the Falls.

For more information visit our award-winning website: [www.explore-africa.co.za](http://www.explore-africa.co.za)

### **SAFARI PROGRAM FOR 2007**

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

22-30 September 2007.

**Liuiwa Plains Wildebeest Migration-Western Zambia.**

4-17 November 2007.

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

21 October 2007-4 November 2007.

**Luanga Valley (Zambia), Malawi and Mozambique.**

29 September 2007-14 October 2007.

**Tanzania: Serengeti, Ngorongoro Crater and Zanzibar Island.**

18 August 2007- 20 September 2007.

Gorillas in Uganda

Dates on request.

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e-mail:

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Cell: 082 805 6765 (Office)

(January 2007)

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## **Training Courses for 2007**

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

### **2007 COURSES - EXCITING NEWS!!!!**

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

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

**Bush Medicine (repeat) – 6&7 October 07 – FULL!**  
**Tyre Repairs with AUTOQUIP CENTURION (TBC)**  
**Bush Mechanics with Echo 4x4 (TBC)**

Still coming:

**Outdoor Photography, Bush Mechanics, Tyre Repairs, Video Camera usage, tips & traps**  
**Offroad Trailer / Caravan Towing Fundamentals, Snake Handling Course**  
**...and potentially much more....**

These courses will be repeated in the year, potentially if possible, across two 6 month cycles, but there are 4 definite GPS courses. Subject matter experts will present the training. Watch the newsletter and direct mail shots for further details and the program once it has been released. Tell your friends. Send email to [4x4offroad@mweb.co.za](mailto:4x4offroad@mweb.co.za)

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## **The Dusty Way – Club Trips, Reports & Feedbacks**

### **BRIDGESTONE COMPETITION #9 – HOSTED BY CLUB**

Alan, just want to thank you for having given us the opportunity to be part of such an event. Heinrich and I enjoyed it very much. Proud to be a member of the club.  
Rian Habig (Marshal – Air Rifle Obstacle)

*It was a pleasure to help and we am also proud to be part of the club and with such outstanding leadership and wife support - it is a winner club (because to be a family team is stunning and almost guarantees success)*  
*Alex and Alta Smit (Caterers for event)*

Hi Alan

I would on behalf of the competitors from our club say thanks to you and the other club members who assisted in making this the best event thus far in the challenge.

Regards  
Allan McCormack (Competitor)

*I asked a number of people after the event about their feedback regarding the day and everyone was very complimentary. I know that I am biased, but I do think that it was the best managed event so far.*

**WELL DONE ALAN AND CHARMAINE!**  
Regards  
Mike Colinge (Competitor)

Hi Alan

Thanks for you and your teams great event on Saturday night. We enjoyed it very much and it made driving the obstacles different. Thanks again for a great "night out"  
Regards  
Hendrik Behrtel (Competitor)

*Alan thanks again for a BRILLIANT event! My wife enjoyed it and managed to stay awake which says a lot.*  
Regards  
Johann Bisschoff (Competitor)

Hi Alan,  
Just a short thank you and congratulations for an excellent challenge you and your club has organized on Saturday evening.

Me and Jacques really enjoyed it – it was fun, challenging and very different – a nice change from the other events.

Best regards,  
Kobus Pienaar

### **KHUTSE LONG WEEKEND EXPERIENCE**

"38"

"Mine just went up to 41"

"I'm still on 35"

"No wait, it's up to 37"

"Down to 39"

This is the conversation between three vehicles with external temperature gauges, as we entered Khutse Game Reserve; it's hot, dry and dusty. But hey, this is after all the Kalahari; it's supposed to be hot, dry and dusty. Just the way we like it!

Seven vehicles from the 4x4 Offroad Adventure Club popped over to Khutse for the long weekend to explore the area in and around the reserve.

At 4:00 on 21 September, 7 vehicles left the Sasol garage in Centurion and headed for Khutse Game Reserve, a relative small reserve adjacent to the CKGR in Botswana. After a nice easy drive and a quick coffee stop in Zeerust we arrived at the Skilpadnek border post at 08:00 and once all formalities were concluded everyone was ready for the 300km Botswana leg at 08:30.

We decided not to go through the outskirt of Gabarone and headed for Kanye, where we turned right at the circle towards Molopolole, our last fuel stop for the next 3 days. After refueling the

vehicles and some jerry cans, we set off to Khutse Gate. The road up to the Military Base, just outside town is all the way tar and in very good condition. Just past the military base, the road all of a sudden becomes very narrow and negotiating oncoming traffic, especially trucks, can be quite hair-raising at times.

In the small town of Lethlakeng the tar road turns to gravel. Reports on this 100 km road to the Khutse gate were not very comforting, with traveling times of up to 4 hours being reported. The road varies between gravel, calcrete and some sandy sections, but we found it to be in fairly good condition, with some short corrugated sections. We made good traveling time and just past 13:00 we arrived at Khutse gate.

After Morne had completed the necessary payments and paperwork, we headed for our campsite, no.8, next too Khutse 1 Pan, a short 13km sandy drive.

The campsite was nice and clean, with ample space for the 7 vehicles and a big “doring boom” in the middle for some much needed shade. With some trip feedback of lions harassing campers and some Hyena droppings in the campsite, Morne briefed the group on some safety precautions for erecting the camp and general moving around the camp area. The bacheloretts decided that it would be safer in a rooftop tent and their normal ground tents were quickly turned into makeshift RTT’s! Temperatures were almost touching the 40° mark and everyone was eager to get the hard work done and relax in the shade.

Once it started cooling down a bit, the group headed north towards Mahurushele Pan, to start exploring the area. Just before sunset everyone was back in camp again and commented on how dry the area was and the scarcity of the animals. The fire was lit; some took a shower and started preparing the food. The early morning rise, long drive and heat took its toll and by 21:00 almost everyone headed for their tent.

After lying awake, listening to my fellow countrymen and neighbors in campsite 7 partying and playing their music for the whole of Khutse, I finally fell asleep at about 00:30, just to be awoken again at 01:30 by their music and non-stop partying! It really is a pity to come all this way to the middle of the Kalahari to get away from city life and enjoy the peace and quite, just to have your neighbors spoiling this tranquil environment with their rude and inconsiderate behavior! Is this what we have turned into? A society that can’t even sit around a campfire and enjoy the company of your friends and family without drinking too much and the constant music “doef-doef”ing in the background! Its behavior like this that makes me ashamed to say I’m a South African when asked in a foreign country.

The second day everyone was free to explore the park in groups and while some rose early to make the most of the cool morning air, some elected to spend some more time with their duvet, but by 09:00 the camp was deserted. In the early afternoon the vehicles arrived in drips and drabs, everyone tired of concentrating on the thick sand and bumpy roads. Animal sighting was not very good and a local ranger confirmed this, telling us that many of the animals had moved north in search of water and better grazing.

Just before sunset, a couple of vehicles set out to a nearby waterhole, only 1 of two in the park, in the hope of finding the shy animals. Even at 18:00, it was still very hot and besides for two Springbok in the bushes around the waterhole, no animals came to drink.

Arriving back at camp, the fire was already burning and everyone got ready for a relaxing evening, our neighbors still audible, but much quieter than the previous evening.

Five of the seven vehicles were up early and got ready to head north to the Bape Campsite, the first campsite in the CKGR, with Rian and Mike deciding to spend the day in and around the

camp. With enough food, drink and some fuel, the 7 vehicles left the camp at 08:00. The drive north through Khutse is not that difficult, with some thick sandy patches now and then. Once you leave Khutse, the sand suddenly becomes thicker and the road much more bumpy. With constant 4x4 driving in the thick sand and average speed of about 18km/hr, the group soon realized that they will not make their destination. About 70km into the CKGR, the Pajero needed some topping up and the Toyota's aircon gave up the fight against the 40° heat, so the group decided to turn back to a picnic spot not too far back and have some lunch.

Arriving back in camp, we had to endure the bragging stories of a lion sighting. At first everyone was a bit skeptic, but then Rian produced the photographic proof!

Most spent the rest of the afternoon in the camp, making the most of the shade under the tree. Later that night Morne thanked everyone for the weekend and asked for some feedback. Everyone agreed that although it was extremely hot and dry, they will most definitely visit Khutse again. There was total silence from our neighbors and making the most of our last night in the Kalahari, everyone enjoyed the cool, quiet night air until late in the night.

By 08:00 on Monday, everyone was packed and ready to move. We signed out at the gate and headed to Molopolole to refuel. The rest of the journey was eventless, except for a flat tyre, and after a smooth border crossing, we all met at the Total garage in Zeerust, to say farewell (and get some Wimpy!).

Morne & Natalie van der Westhuizen – Tour Guide

*They were wrong...max was 38 degrees every day (oh we did hit 42 one day....) We had a lovely trip, and thanks to Morne and Natalie that ran a good tour as always!  
Lizette Swart*

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## ***The Trading Post – Swap, Sell or Buy***

### **ECHO CHOBE CAMPER VAN FOR SALE**

2004 Echo Chobe Camper Van

4 Berth

Extra cupboard inside

Extra mounted tread plate cabinet with gas shower unit

Extra PVC cover for Chobe

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

External shower tent

Extra windows at 1 bed

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

Cutlery & Crockery included with a few extras

Has awnings (L Shape)

Stone guard net included

1 Gas bottle included

Free lesson to your spouse to pitch Chobe by Charmaine!

Serviced, washed and polished – ready to go! New models sells for R123 000! Offer to newsletter readers for only R85 000 **onco**.

### ***URGENT SALE! EXCELLENT PRODUCT – OWNER UPGRADING TO CARAVAN***

Alan Goodway - [4x4offroad@mweb.co.za](mailto:4x4offroad@mweb.co.za) / 082 603 8321

**2001 MITSUBISHI COLT CLUBCAB 2.8TDI 4X4**

Silver, 158 500 km - FSH

AA technical report & roadworthy

Dastek stage 1 (also replaced injectors)

Aluminum canopy with gasbottle & jerrycan holder

Tonneau cover

Custom made 4 x wolfbox drawer system

Additional leaf springs in back (for load carrying & better handling)

29Mhz radio antenna (radio negotiable)

Load bars on roof

Cables for 2<sup>nd</sup> aux battery, incl battery monitor

Sony MP3/Atrac player

"Bash" plate

Fire Extinguisher

2<sup>nd</sup> Spare Wheel

Tow Bar

Netstar

Finance & 12 month Mechanical Breakdown Warranty available.

**R110 000 neg - (URGENT SALE - All serious offers will be considered.)**

Morné vd Westhuizen

082 494 8726

**FINISH MY RESTORATION**

I have restored a 109 landy to 90% completion. It has a 4.1 Chevy straight 6 motor in it being re sprayed and mechanical sound. The cab interior needs to be completed. I have run out of time and cash and wish to know if I can advertise it with your club. I spend most of my time building up a company I have ventured into and have no time to complete the landy

Asking price R 30 000.00

Contact details: Dale 0768726509

**ITEMS FOR SALE**

55L Techni Ice coolbox, good condition R800-00 with Techni Ice ice packs

Garmin 60CS, with suction mount, USB cable, 12v power cable, Tracks for Africa 2006, African road Atlas, good condition, R3800-00

4x Rims with 265/65 17 tyres with about 8000-10 000 km left to fit a Prado 120 R1000-00 each or R3500-00 for all four

Mike – [Collinge@randburg.co.za](mailto:Collinge@randburg.co.za)

**ANOTHER LANDY FOR SALE**

2003 Land Rover Defender 4x4 TD5 Turbo Diesel with 63 000 km and full service history, as new condition, air con, power steering, central locking, alarm, immobilizer, long range tank, water tank, spots, tow bar, bull bar, aluminum protective plates, canvas canopy, under floor storage drawers and sound. Used as a daily soft roader.

At R183 000 with RWC and licencing. (New price R300 000).

Regards

**Dickie Firfirey**

Ph: 021 5116767 (ext: 119) Fax: 021 5116766

Cell: 083 5595970

**ECHO 1 TRAILER FOR SALE**

2004 ECHO1 WITH ACCESSORIES:

Used twice. Kitchen module, 15 inch wheels, Spare Wheel and Luggage rack

Price R22000 only

Contact Andrew Summers

Tel : (011) 452 9502

Cel : 082 9210560

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***Flat Wheel – Light Relief***

**GENESIS OR EXODUS**

*There is a story of a Sunday School teacher who told the class about the expulsion from the Garden of Eden and afterwards asked the children to make a little drawing to illustrate it. One of them drew a Land Rover, with Adam and Eve in the back seat and God driving. The teacher asked "Why?" "Because God drove them out of the garden." The little boy replied.*

**OUT OF OFFICE?**

Wouldn't it be fun to use one of these "Out of Office" email Replies?

1. I am currently away from my desk, beating my head against the wall. Your message will be replied to once I have reached a level of numbness sufficient to cloud my vision to the point I am able to formulate an appropriate response to your request.
2. I am currently out at a job interview and will reply to you if I fail to get the position. Be prepared for my mood.
3. You are receiving this automatic notification because I am out of the office. If I was in, chances are you wouldn't have received anything at all.
4. I will be unable to delete all the unread, worthless emails you send me until I return. Please be patient and your mail will be deleted in the order it was received.
5. Thank you for your email. Your credit card has been charged R5.99 for the first ten words and R1.99 for each additional word in your message.
6. The e-mail server is unable to verify your server connection and is unable to deliver this message. Please restart your computer and try sending again. (The beauty of this one is that when you return, you can see how many individuals did this over and over).
7. Thank you for your message, which has been added to a queuing system. You are currently in 352nd place, and can expect to receive a reply in Approximately 19 weeks.
8. I've run away to join a different circus.

9. I will be out of the office for the next 2 weeks for medical reasons. When I return, please refer to me as 'Marvin' instead of 'Martha '

**I JUST NEED SOME ANSWERS PLEASE...**

- Why is it that people say they "slept like a baby" when babies wake up every two hours?
- If a deaf person has to go to court, is it still called a hearing?
- Why do we press harder on a remote control when we know the batteries are flat?
- Why do banks charge a fee on "insufficient funds" when they know there is not enough money anyway?
- Why does someone believe you when you say there are four billion stars, but check when you say the paint is wet?
- Why doesn't glue stick to the inside of the bottle?
- Why do they use sterilized needles for death by lethal injection?
- Whose idea was it to put an "S" in the word "lisp"?
- What is the speed of darkness?
- Are there specially reserved parking spaces for "normal" people at the Special Olympics?
- If you send someone 'Styrofoam', how do you pack it?
- If the temperature is zero outside today and it's going to be twice as cold tomorrow, how cold will it be?
- If it's true that we are here to help others, what are the others doing here?
- Do married people live longer than single ones or does it only seem longer?
- If someone with a split personality threatens to commit suicide, is it a hostage situation?
- How important does a person have to be before they are considered assassinated instead of just murdered?
- If money doesn't grow on trees then why do banks have branches?
- Why does a round pizza come in a square box?
- How is it that we put man on the moon before we figured out it would be a good idea to put wheels on luggage?
- Why do people pay to go up tall buildings and then put money in binoculars to look at things on the ground?
- Why do doctors leave the room while you change, they're going to see you naked anyway?

**DID YOU EVER STOP AND WONDER.....**

- Who was the first person to look at a cow and say, "I think I'll squeeze these pink dangly things here, and drink whatever comes out?"
- Can blind people see their dreams? Do they dream??
- If corn oil is made from corn, and vegetable oil is made from vegetables, then what is baby oil made from?
- Why do the Alphabet song and Twinkle, Twinkle Little Star have the same tune?
- Stop singing and read on ... . . . . .
- Do illiterate people get the full effect of Alphabet Soup?

- Did you ever notice that when you blow in a dog's face, he gets mad at you, but when you take him on a car ride, he sticks his head out the window?

## **MOZHELP – A MUST HAVE EMERGENCY NUMBER**

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

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

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

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

**Contact:**

Reghardt Meyer  
MOZHELP  
CNR OF INBANI AND MARULA STREET,  
MALELANE

TEL 013-7900265  
FAX 013 7900427  
CELL 0829400140

**JANUARY 2007**

## **Preferred Suppliers - Gauteng**

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

### **1) ECHO ACCESSORIES 4x4 CENTRE – NEW STORE!**

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

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

Call 012 – 345 3333, Fax 012 345 3343 or email: [echoacc@mweb.co.za](mailto:echoacc@mweb.co.za). Web: [www.echo4x4.co.za](http://www.echo4x4.co.za)

**2) 4x4 INSURANCE**

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

**3) BOLTONS GPS WAREHOUSE / KEVIN BOLTON CONSULTANTS**

For top deals, training and advice on GPS equipment contact Kevin (club member).  
KJ BOLTON CONSULTANT cc  
Contact Kevin @ 082 564 3639 or Marietjie 012-6549813  
[kevin@gpsconsultants.co.za](mailto:kevin@gpsconsultants.co.za) / [marietjie@gpsconsultants.co.za](mailto:marietjie@gpsconsultants.co.za) / [www.gpsconsultants.co.za](http://www.gpsconsultants.co.za)

**4) FRONT RUNNER**

Front Runner will offer any club member, on production of their club card, a 10% discount on the purchase of any Front Runner produced product.  
Call Wayne Heath-Coombe (club member) now.  
1 Forssman Close, Dytchley Road, Barbeque Downs, Kyalami  
011 466 0155  
[www.frontrunner.co.za](http://www.frontrunner.co.za)

**5) 4x4 MEGAWORLD**

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

Club members, as one of the few places that give is 10% on anything!, it is well worth the visit.  
Speak to any of their well trained staff!  
Unit 5, Herman Road, Meadowdale (off Barbara Road)  
011 454 2875  
[megaworld@oldmanemu.co.za](mailto: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](http://www.honeydewtoyota.ix.co.za/lmg_upload_departments/3674_441636.gif) for map.  
Address is Olievenhout Street, off Northumberland, which runs parallel with the N1 & the R28.

**8) KEMPTON CARAVANS - KEMPTON PARK - CLUB MEMBER BENEFITS**

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

**9) M-CENTRE - Quality Mechanics - Centurion Area**

These are the guys I have been using for 3 years after I walked out of the local Toyota Work shop in Centurion one day. Quality service, excellent workmanship and unbeatable pricing.

Any make, but great on Toyota's. Also the Merc or the BMW - these are their specialities. Call Les or Danie on 012 653 7855 now for a booking or discussion on your vehicle.

### **10) OUTDOOR WAREHOUSE - CENTURION**

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

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

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

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

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

### **13) PB ENTERPRISES – HIGH QUALITY POWER SYSTEMS**

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

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

Contact: Pieter Barnard  
Tel/Fax: 012 658 5538  
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