



Trails & Tribulations...

Hi all readers,

Eish, the winter snap has made us all realise that the old hole in the Ozone Layer is certainly starting to affect the global weather patterns and that us Gautengers may be in for a cold winter this year. Having just returned from an inter club long weekend, in fact a 10 year existence celebration affair, held at the Gariep Dam extenuated the point by delivering a near 4 days of the most miserable and wet weather we have experienced for a long time. Excessive rain, thunder and lightning and even hailstorms were experienced on the way home...however, it will not deter us from getting out there. Good friends are the right tonic for anything!

Speaking about getting out there and the cost of fuel nowadays, one always has to look for the odd bargain. Now, it cannot be argued that we regularly bring our readers 'bargains' in the form of good quality information, available courses by masters in their field and the odd product or two. Now, for the first time, we are offering a lucky reader or two the bargain of a life time – discounted 'MUST DO' 4x4 trips on 2 of our big events.

We will take 1 reader family with us on a tour to drive the huge dunes on the Luderitz to Walvis Bay trip in September (27 September – 6 October). At club prices, this is sure to be a winner. Interested, please drop me an email. Minimum 2 adults in the vehicle. Terms and conditions apply.

Then, want to go to the Serengeti in 2009. I have two spots (vehicles – minimum 2 adults) available due to late cancellations. Again, a near R10 000 discount from the normal ruling price is not something to be sneezed at. Join the club, under the professional leadership of Alex Smit a Serengeti master tour operator, on this trip from 27 June – 19 July 2009 (School Holidays – 3 weeks - 7 days up, 7 days in the Serengeti and 7 days down). Trip is self catering, self drive. Other costs involved. This is a reader offer you cannot miss out on, and a payment plan is available for the successful participants. Interested, drop me an email. Terms and conditions apply.

We also presented readers with a great competition last month. Yes, the competition date is still open to all. However, this month we bring you another one. Feel free to circulate it to your friends and fellow outdoor enthusiasts. All the details are within the first few pages. **Make sure you enter the Munroe Shock Absorber Competition in the newsletter!** It is still open to readers, and soon, the lucky person will be announced.

This month Kariba Bush Showers have also offered our readers a magnificent prize in their competition. Make sure you send your reply soonest! All details within.

We just got back from Angola last month, when the calendar hit us with a lot of 'off time' again, and of course the club was hectically busy. We as a club participated in the Swaziland Four Wheel Drive Club's Swazi Reg Raid, with members of other clubs such as the Isuzu, Gelandewagen, Four Wheel Drive, Mitsubishi Explorers, Safari Centre and other clubs as well as a good few privateers.



This competition also serves as heat 3 of the Bridgestone Fundi Challenge in which we clubs compete, and it was excellent to have one of our team members win the Bridgestone leg by securing a 2nd place in Swazi Reg Raid. We also had a fellow member's wife drive in the woman's section, which she ended up winning. Swaziland surely remains one of the most beautiful areas on our southern African continent, and this competition takes you into places you will not normally see. Absolutely stunning and a must do event, even for privateers. It is a lot of fun, and a time based off-road driving event – much like a rally, but believe me much slower.

There are 2 GPS (Software and Navigation & GPS Fundamentals) courses at month end and the invites will be circulating soon. Be sure you do the course before the June / July holidays. Talking about courses, we had a very successful Fire Fighting for Campers workshop this last Saturday, with over 13 families participating, especially all the children.

Unfortunately, due to my work situation and availability of speakers, the May meeting has moved to the 28th of May (Wednesday evening), at 4x4 Megaworld in Edenvale. This is a brand new venue and directions will be sent out with the invites. The promise of another excellent evening is guaranteed. Watch your email.

Myself and a fellow guide family will be recce'ing a new 4x4 trail and venue in the Drakensberg in 2 weekends time, and I sincerely hope that the snow will still be around. I flew over the berg just before the long weekends and it was stunning to see the white blanket all around as far as the eye could see.

The 4th leg of the Bridgestone Challenge comes up this weekend and we wish all the participants good luck. Bridgestone have put a lot of effort and marketing into their off-road brand and the enthusiasm and participation by the 4x4 community is certainly pay back for these efforts.

Finally, there is a host of vehicles, caravans and even a boat for sale under the For Sale section. If you or your friends are in the market, have a peep. I am told in the industry that steel has risen over 60% this year alone and thus the pricing of new products in the off-road industry will keep rising, making it difficult for the man in the street to purchase. Furthermore, our oil friends are not doing us any favours as petrol and diesel are now becoming exorbitant in our terms. How I yearn for the R4 per litre in Angola!

Talking about Angola, our DVD is in production and we will gladly share it with you at a forum when ready. Report backs from the southern part of Mozambique by travellers this last period compare it to Sandton on a Saturday morning. Thus we will continue to seek the quiet unexplored (or lesser explored) venues to enable a full enjoyment of the venues. 2010 while the soccer fans invade SA, we are planning to relax at the Congo River, or stick our feet into the Malawi lakes...but more importantly chill in the great outdoors!

Well, check the competitions, the great new products released (a must buy cigarette lighter charged mini torch / spotlight), book on the training or simply read the articles and sit back and relax. The year is nearing half way and you need to assess your stress levels and plan those outdoor excursions.

Enjoy, stay safe and abide by the law!

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



Calendar of Interesting Events

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

Date	Event	Venue
13-16 May	NAMPO Show	Nampo Park, Bothaville, Free State
13- 16 June	Kyalami Outdoor Show	Kyalami Raceway
5-6 July	Outdoor & leisure Expo (4x4ATV)	Pretoria Moot
25-27 July	Bundu Expo	Tshwane Events Centre (Pretoria Showgrounds)
27 August – 7 September	Pretoria Show	Pretoria Showgrounds
29-31 August	Getaway Show	Coca Cola Dome, Northgate
2-5 October	Rust de Winter Jamboree	Rust de Winter

WWW.ECO4X4AFRICA.COM – Your Serengeti Specialists!

Herewith details regarding the planned tours for Africa proudly presented by www.eco4x4africa.com this year (2008)

2008..still to come:

- Tour 8 – Namibia – Kookoland – 8-22 June
- Tour 9 - Serengeti Tour – 28 June – 27 July
- Tour 10 – Botswana / Moremi & Chobe - 2-14 August
- Tour 11 – Flower Tour West Coast – 16-24 August
- Tour 12 – Kariba Lake Houseboat – 5-15 September
- Tour 13 – Lake Malawi -14-21 September
- Tour 14 – Kalahari / Botswana – 27 September – 5 October
- Tour 15 – Lion Weekend Coligny – 31 October – 2 November
- Tour 16 – Switzerland Expedition – 9-23 November
- Tour 17 - Serengeti Tour: 2008 : 7 Dec – 7 Jan 2009

Tours include Self Drive, Catered, or in the luxury bus we have for specific tours. Contact us immediately for more information, you will not be disappointed.

Alex & Alta - 0825706010 or alex@eco4x4africa.com

January 2008



LEISURESURE

Call: 083 306 5657
Email: phillip@leisuresure.co.za

OUTDOOR INSURANCE PRODUCTS

Hit the Trail – NEWS, FEATURES and the REST...**NEW KARIBA COMBO BUSH SHOWERS NOW AVAILABLE**

The Kariba Combo model is a new extension of the **Kariba Bush Shower** which is Trade Marked and was patented and design registered in the year 2004. Patent No. 2004/4181 and Design Registration No. 2004/F00872 refers.

The difference between the existing Kariba Bush Shower and the new model Kariba Combo is simply described much the same as that of the Kariba Bush Shower, particularly from the heat exchanger and outer body point of view, other than small changes to colours and graphic. The main change is that a completely new LP Gas burner has specifically been designed and developed to power the existing Kariba Bush Shower including the new Kariba Combo. The complete product is an all in one camping appliance, which offers both a mobile hot water geyser for showering and dish washing, including an extractable cooker facility for preparing food. The cooker facility is named the Kariba **K1C-LPG Burner**, which replaces the imported C30 twin ring LP Gas Burner previously used for powering the Kariba Bush Shower.

Kariba Combo is the first **South African** LP Gas mobile hot water and cooker appliance to be **100% locally** manufactured. This new model includes our custom designed LP Gas K1C Burner. The complete product is packaged into a 42 litre strong container which doubles up as a water well for use with the 12V pump when showering at camp. In addition, the (slide out) extractable K1C Burner offers a versatile cooking facility to accommodate small to large pots and pans. This exclusive combination of camping applications offers the best of both worlds, as it can be utilised as an alternative source for power to Eskom at home during power outages. The *Kariba Combo* is extremely light in weight, safe for use by all under adult supervision and super powerful to produce plenty of hot water continuously, economically and most efficiently. This new product is totally Echo friendly and extremely easy to operate. Just connect the gas hose to a 3-4 Kg. LP gas cylinder, turn on the water tap or pump, ignite the burner and you can cook, shower or wash up dishes, all at the drop of a hat.

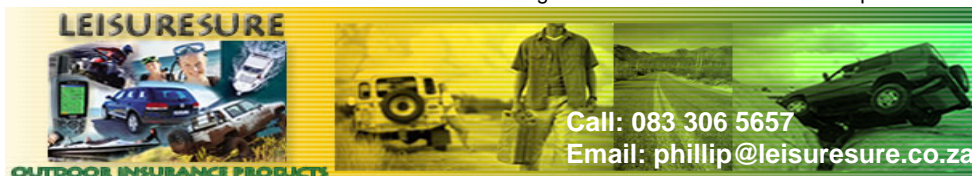
The next best news is that the new K1C Burner is made to fit all previous Kariba K1 & K1SS Bush Shower models ever made. This feature makes it possible for all existing Kariba owners to up-grade their Kariba Bush Showers. All they have to do is simply purchase the burner, to replace the old one. This will enhance the overall performance of their existing Kariba Bush Shower, and save them plenty of cash over the life span of their investment. In fact, it will pay for itself within a short space of time and probably last a lifetime, as the entire burner is constructed with corrosion resistant materials.

Kariba Combo – FEATURES**SUBJECT:**

- ❖ BODY SIZE
- ❖ BODY MATERIAL
- ❖ BODY & APPEARANCE
- ❖ WEIGHT UNPACKED
- ❖ PACKED WEIGHT
- ❖ HEAT EXCHANGER
- ❖ HEAT EXCHANGER MATERIAL
- ❖ BURNER Utilised
- ❖ BURNER CONSTRUCTION
- ❖ COMPATIBILITY
- ❖ 12V TURBO PUMP KIT
- ❖ 42L CONTAINER SUPPLIED

SPECIFICATIONS:

- 28 L x 25 W x 18 H cm.
- Choice of S/Steel or Electro Galvanised & Powder Coated.
- Ruby Red & Safari Green with Graphics & Legal Notices.
- 6.5 Kg. - Complete appliance.
- 8Kg. (Incl: 42L Container, Turbo pump kit & Instructions)
- Standard Kariba K1 model.
- Galvanised chassis with aluminium fins and copper tubing.
- Kariba - K1C-Burner.
- Stainless Steel, Copper & Cast Alloy.
- K1C fits all Kariba K1 models.
- Imported submersible pump - Supplied as standard.
- Used for storage & as a water well when on camp.



❖ HOT WATER Generated – Pump	2.6 Lt. P/Min. @ 35/75 deg. C (average).
❖ HOT WATER Generated - Tap	4 to 6 Lt. P/Min. @ 30/60 deg. C (average).
❖ WATER CONNECTIONS	International standard garden hose type couplers.
❖ LP GAS CONSUMPTION - pump	220 Grams p/hr. (Max 2.6L p/min. average).
❖ LPG CONSUMPTION – Mains Tap	480 Grams p/hr. (Max 4-6.5L p/min. average).
❖ K1C-BURNER POWER OUTPUT	K1C – 38000 British Thermal Units (approx.)
❖ CARBON EMISSION	Less than 10 Particles P/Million

OTHER FEATURES:

The Kariba Combo will be available in both powder coated and stainless steel versions. Similarly, these models will feature stainless steel burner chambers as standard components. The Turbo Shower pump kit is supplied as standard equipment with all Combo models, including a complimentary long reach re-chargeable butane gas lighter. A comprehensive set of operating instructions which include hints & advice are supplied, all of which are packed into a 42L plastic container for transport & storage.

Efficiency: The Kariba Combo is super efficient with a LPG consumption of less than 220 g/hr., if used for camping with the Turbo Pump, and a maximum of 480g/hr. when used at home from a mains water tap. A filled No.7 (3kg.) gas cylinder can last a camping family comprising four members, a total of nineteen days if used for showering only. This equates to a current LP Gas cost of R0.52c at a rate of 2.6L water flow per minute for a 10 minute shower, and R1-05 using a mains line water tap at 4-6L water flow per minute for the same period of time. With your Kariba Combo attached to a hose from a tap, you can enjoy a shower with the same volume of water used at home (approximately 4 to 6 litres per minute at an ambient input temperature of 5 degrees C.) and delivering instant hot water to the shower head at adjustable temperatures ranging between 30 to 60 degrees centigrade. Most important, the Kariba Combo is eco friendly with an emission rate of less than 10 particles carbon p/million.

AVAILABLE AT ECHO 4X4 CENTURION BY THE END OF MAY 2008

!!!! READERS COMPETITION !!!!

**WIN ONE OF THE FIRST ALL NEW Kariba COMBO's OFF THE PRODUCTION LINE
WORTH OVER R2250-00**

SIMPLY ANSWER THE FOLLOWING QUESTIONS:

1. WHAT BURNER DOES THE NEW KARIBA COMBO UTILIZE?
2. CAN THE NEW K1C-BURNER FIT ALL PREVIOUSLY MANUFACTURED K1 KARIBA'S?
3. BESIDES HOT SHOWERS ANY WHERE – ANY TIME, CAN IT COOK FOOD AS WELL?
4. PACKED WEIGHT – HOW LIGHT IS THE ALL INCLUSIVE NEW KARIBA COMBO?
5. HOW POWERFUL IS THE NEW K1C-BURNER (IN BRITISH THERMAL UNITS)?
6. IS IT POSSIBLE TO OPERATE THE KARIBA COMBO DIRECTLY FROM A MAINS TAP?
7. CAN THE NEW KARIBA COMBO BE UTILIZED DURING ESKOM POWER OUTAGES?
8. WHAT COLOURS ARE THE KARIBA COMBO's AVAILABLE IN?
9. IS THE KARIBA COMBO AVAILABLE IN STAINLESS STEEL?

**THE FIRST CORRECT LIST OF ANSWERS RECEIVED WILL WIN THIS PRIZE:
THE ALL NEW Kariba COMBO PRIZE WILL BE PRESENTED BY ALAN GOODWAY.**

E-mail your answers to: karibaproducts@telkomsa.net

IMPORTANT: Please advise your name and preferred contact details including e-mail address.
* Also give details of your preferred Kariba Combo colour should you be victorious.

GOOD LUCK & FAIR WELL



LATEST FROM LEISURE WHEELS

Fifty issues later! It looks like we're here to stay! Yes, the June 2008 issue is the 50th we've published since the first copy of Leisure Wheels saw the light of day in the Spring of 1997, more than 10 years ago.

First quarterly, and later bi-monthly, Leisure Wheels went from strength to strength, winning a number of important awards for publishing excellence, and the circulation steadily climbing to top 22 000 for the last of our bi-monthly issues, December/January 2008. Monthly since the March 2008 issue, Leisure Wheels continues to bring readers the latest in the world adventure motoring. In issue 50, that went on sale on Monday 19 May, we look at the option of hiring a fully equipped 4x4 for that once-a-year safari, and bring you news on the latest SUVs and double cabs launched -- the BMW X5 3.0sd, the Chinese Chery Tiggo, Nissan Hardbody workhorses and long-wheelbase Terios.

Our road test team dissects the Nissan X-Trail 2.5 4x4 LE with continuously variable transmission and the Chevrolet Captiva 3.2 LTZ, while our adventure motoring scribes take readers to southern Mozambique and through Africa in the footsteps of Ron Moon, and Australian 4x4 adventurer for whom southern Africa is a second home.

We announce the Leisure Wheels Diesel Double Cab Economy Challenge, unique in that our readers are invited to come and drive the vehicles. See the June 2008 edition of Leisure Wheels for more details on the Economy Challenge or visit www.leisurewheels.com

COMPETITION

WIN A SET OF FOUR MONROE SHOCK ABSORBERS

Monroe is offering a set of four premium quality shock absorbers worth over R2000 to one lucky newsletter reader. All you have to do is correctly answer the two questions below, and e-mail your answers to promotions@tenneco.com with your contact details and vehicle's year, make & model that you would like shocks for. More Monroe information is available on their website www.monroe.co.za should you require product information to answer the questions.*

QUESTIONS:

- 1) *What are the three off-road sub-brands that Monroe make called?*
- 2) *Which of these sub-brands is a unique triple-tube, 9-way adjustable shock?*

Closing date is Friday 30 May 2008

Rules:

- *Prizes may not be exchanged for cash.*
- *Prizes will only be taken out of local stock applications as per the current South African catalogue – no special orders.*
- *If the prize selected is an imported unit and it is out of stock, there could be a waiting period of four to 12 weeks before the prize can be despatched.*
- *No Tenneco employee or family member may enter.*
- *The organizers decision is final and no correspondence will be entered into.*
- *The prize winner will be announced at a 4x4 Offroad Adventure Club (Gauteng) Function and posted in this newsletter.*

*** Value worked out at average suggested retail pricing**



SUPERSPORT TO LAUNCH NEW 4X4 ADVENTURE SERIES

SUPERSPORT is to launch an all-new TV 4x4 adventure series produced and directed by leading South African off-road author and film-maker Andrew St Pierre White. The 13-episode series – called Four-Wheel Drive - has its first screening on SuperSport-2 on June 17.

It's White's second TV series. The first comprised a mix of material from his popular 4x4 instructional and training DVD programmes as well as sequences especially shot for the series. It was first broadcast on SuperSport over 13 weeks between October 2005 and January 2006 and soon after that in New Zealand. The series is scheduled to be broadcast in the UK and USA before year's end.

White, author of South Africa's very first 4x4 book released back in 1993 - and today with an additional 11 books to his credit - says the latest series comprises entirely new material especially shot for television and not for DVDs.

"It has also been shot in an even more diverse set of locations than the first and includes a wide range of four-wheel drive vehicles and even an eight-wheel drive amphibious ATV. Locations include a trip along the Transkei Wild Coast following barely used tracks to find a shipwreck, a tour and look at the history of Sani Pass and an absorbing five-episode trip through the Southern Kalahari with well-known Kalahari lecturer and author, Mike Main."

Into this are edited sequences where White builds a 4x4 station-wagon using practical ideas which he says can be successfully accomplished by almost anyone in their own workshop.

"Filming in so many beautiful locations covering this story has been a marvellous experience - an out-door adventurer's dream come true - and I'm delighted to be able to share the thrill," White says.

- ❖ *Broadcasts begin on SuperSport-2 on Tuesday June 17 at 8.30 pm and at the same time slot for 13 weeks. SuperSport-2, SuperSport-6 and MNet SuperSport-2 will carry repeats. A full schedule is available on White's website www.4xforum.com. Click on the button '4xforum on television' for all broadcast times as well as the content of each show. CampMaster, the widely known brand of camping gear has sponsored the South African broadcasts.*

A DVD set of the series will be released to coincide with the first broadcast and will be available at all good camping stores, some book stores and from www.4xforum.com. Price is R230.00 excl VAT.

NEW GARMAP 2008 MAPS RELEASED

Garmap, suppliers of maps for Garmin GPS devices, has announced the release of the latest maps for South and Southern Africa, the Garmap African Series 2008.

"The African Series 2008 maps are a great advance on the prior release," says Jason Theunissen, Sales Director of Avnic Trading, Garmin's exclusive distributors in South Africa. "The new release expands on both the quality and the quantity of map information. In addition to greatly extended coverage of small towns and villages, there are routable tracks in game parks and reserves and thousands of additional Points of Interest. We are not only telling you where you are, but adding more information on what is around you."



The new series Southern Africa Streetmaps covers South Africa and 8 other countries (Botswana, Namibia, Lesotho, Swaziland, Zimbabwe, Mozambique, Malawi and Zambia) in one routable map set, allowing you to navigate and plan routes throughout the Southern Africa region. It includes over 675000 km of routable roads and more than 140000 Point of Interest. The Topo and Recreational maps include all the information in the Streemaps but with Topo information such as contours and land usage as well.

New additions to the series are the Southern Africa Streetmaps DEM (Digital Elevation Modelling) which display maps with elevation shading information for the latest units from Garmin like the Colorado, which can show maps with a 3D-like appearance, and the South Africa Waterways maps which add depth contours for three major dams and show rivers and streams.

To purchase or upgrade maps, customers need to purchase the data DVD from one of Garmin's many outlets (email – 4buy4direct@mweb.co.za for pricing in Gauteng), then go to www.garmap.com to purchase an unlock key.

Customers who purchased a map set on or after 1 January 2008 will qualify for a free unlock key to the 2008 series equivalent.

4x4 OVERLAND GUIDE TRAINING

4x4 Trails and Overland Tourist Guide Course. Here is a list of the next planned dates:

29 May to 01 June 2008 at Wiesenhoff
06 to 09 November 2008 at Wiesenhoff
27 to 30 November 2008 at **Camp Africa** (LTT)
12 to 15 February 2009 at Wiesenhoff
26 February to 01 March 2009 at **Camp Africa**
12 to 15 November 2009 at Wiesenhoff
26 to 29 November 2009 at **Camp Africa** (LTT)

The deadline for **Masazane Expeditions** to see if we have enough confirmed people is three (3) weeks before the starting date.

The fee now also includes membership to the 4x4 Tourist Guide Association for the first year. A 50% deposit confirms your booking... A name on a list is not a confirmation.

Contact Jacqui van Graan NOW for more information

info@masazane.co.za

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+27 (0)15 516 5717

NEW *** - RUNDE RIVER 4 X 4 TRAIL**

We have fantastic 4 x 4 Trails. The Shingwedzi trail go to Mozambique, the Runde River and the Big 5 Rivers go to Mozambique then into Zimbabwe and then to Gonarezhou Park.

4 x 4 Greetings

Trudi

Tel: 015-7812356

Itinerary:

On the Wednesday the guide will meet you at Punda Maria in the National Kruger Park at around +- 16h00. Remember to book at Punda Maria, also book for when you come back from Gonarezhou Park on the Tuesday. The Punda Maria Tel no: 013-7356873



Thursday:

From Pafuri we exit the Park, and cross the mighty Limpopo River close to Mapai. We now follow the railway line to the Zimbabwean border. You will be able to witness and photograph numerous tell tale signs of the civil war that raged for 30 years between the Frelimo and Renamo political parties. The town of Chicualacuala with its beautiful Portuguese architecture will be our last encounter with "civilization", before we cross the border at the Sango border post into Zimbabwe. We now enter Gonarezhou National Park, and follow the old tracks through the wilderness to our campsite at Mulungwe pan in the Mabalauta sub region (South). Gonarezhou (place of the elephant) is the third sector of the three-nation Great Limpopo Transfrontier Park.

Friday:

Early the next morning we will leave for the majestic Chilojo Cliffs (sand stone) viewpoint via the Nyaviskana road. The route takes us onto the Chilojo Cliffs plateau, from where we will have a fantastic view across the Runde River as it snakes lazily through this vast wilderness area, before descending into the Runde River valley. The road takes us through the riverine forest to Hlaro campsite, which is situated on the banks of the Runde.

Huge Njala trees provide a covering at the campsite, the Runde River offers a refreshing swim (while someone watches out for crocodiles), and we enjoy another evening of bliss around the camp fire.

Saturday:

Runde River – three crossings! Our first crossing is not far from camp. We drive through the brown waters to the northern bank, before following the tracks to Nyahongwe with its spectacular views of the Chilojo Cliffs. Following the river further down stream, we cross the Runde for a second time in the Madumbini area. Now on the southern bank, we follow the river to the Chitove camp from where we have to cross the Runde again! Now back on the northern side, we are eventually able to make our way to the spectacular Tambahata pans.

The Tambahata pans are one of the highlights of the trail as this picturesque area entertains vast numbers of elephant, plains game and various predator species, as well as numerous bird species. Sundowners, and a bird's eye view across the pans, will ensure memories that will linger with you forever!

Sunday:

Wake up in paradise - another late breakfast in the wild. We follow the track, which leads us to the mighty Save River, which forms the northern border of the Park. We make a quick visit to the northern park offices, before tackling the Save. Tyres deflated, we follow the guide through the water and across the wide sandy river bed to her northern shores. After all this excitement, it is time to treat our travel weary bodies to the luxury of Chilo Gorge Lodge, which is a 4 star lodge perched on the top of the precipitous Save River gorge. Spending the night at one of these lodges is a comfort highlight for the ladies on the trail!

Monday:

We reluctantly (!) leave the comfort of the Lodge and begin the journey south. We then follow the road all along the outskirts of the Park back to the southern section. After the long drive we re-enter the Park at Boli and stop at the main office complex, before arriving on the banks of the Mwenezi River at Swimuwini (Buffalo) corner.



We spend the day in the southern region of Gonarezhou exploring the banks of the Mwenezi river and the Manjinji Pan Sanctuary which is renowned for its birdlife. Then we spend our last evening together around the camp fire under the bright African stars.

Tuesday:

Exiting Gonarezhou, we cross the border back into Mozambique and follow the border line to the wide Mwenezi river. This river is normally dry and we see local women gathering water from a pipe they sink into the river bed. We cross the wide sandy riverbed, and follow the road to the Limpopo River. Our final river crossing has arrived. We once again cross the Limpopo River, and drive the short distance to the Pafuri border post.

Once through the border and now back in South Africa and Kruger National Park, the trail officially ends at the Pafuri picnic site.

Departure dates - As we have to fit these trails in between two rainy seasons, the available dates for 2008 are as follows:

14th August, 28th August, 11th September, 18th September, 09th October, 30th October, 13th November

Price

Basic price is R5500 per vehicle, maximum 4 occupants per vehicle, maximum 6 vehicles, and minimum 4 vehicles. *Lodge price extra* (excluding beverages) R870 pp per night(5 Star Lodge). *Price exclusions* are Park entry fees to the three National Parks, border fees/taxes, visas, where necessary.

OWN YOUR PART OF A SUCCESSFUL RANCH IN BOTSWANA

Interested in this excellent investment opportunity in Botswana? Lerucama Holdings (Pty) Ltd – Botswana, Trading as Lerucama Game Ranch & Lerucama Wildlife Adventures

Background:

Lerucama Holdings (Pty) Ltd is a Botswana registered citizen owned company. The title deeds of Lerucama Game Ranch are registered in the company name and the company also holds a mobile tour operators and game lodge license. The tourist camp at Lerucama received a one star grading from the Department of Tourism.

The current shareholders of the company are Lean Marnewick 42%, Elmarie Marnewick 25% and Gowylde Ltd 33%. The company currently has a total of 200 shares. Gowylde Ltd is an offshore company based in Mauritius. Lean & Elmarie Marnewick are both Botswana Citizens. We have recently signed an agreement of sale with Gowylde Ltd to buy out all the shares in the offshore company.

We are currently looking for a new partner that is interested in taking over 49% of the total shares of the company. Priority would be given to potential buyers with business experience or experience in hunting or eco tourism, or to enthusiastic partners that are willing to contribute financially. We would also consider various shareholders (as a group) that each buy out a portion of the 49% shares.

Lerucama is currently being run as a hunting outfitter and we also do motorcycle tours (enduro) in the southern remote parts of Botswana. Our tourism license is for both mobile safaris and to run a game lodge on the ranch itself. The mobile license is, however, restricted to the southern regions



of Botswana, but we have good contacts in the northern parts of Botswana, should we ever wish to expand our area.

The asking price for 49% shares is

P 3, 900 000-00

Market Value:

Lerucama was recently valued by Willy Kathurima and Associates and the current market value of the land and buildings are: (Please note that valuation was a commercial valuation, and as is usually the case in Botswana, far below the average prices fetched for game ranches in Botswana over the past 24 months (usually P 1000-1500 per ha))

Ranch Valuation	P 5, 600 000-00
Game:	P 1, 300 000-00
Vehicles, Furniture, etc:	P 280 000-00
TOTAL MARKET VALUE:	P 7, 180 000-00

Leasehold, Valuation and Title deeds and other documentation are available.

Information on Game Ranch:

Ranch size: 7600ha, Fenced with a 2,4m high "veldspan" game fence. Very well reinforced. There is a separate 2000ha cattle camp, with loading bay and working paddocks.

5 x 5 000litre water reservoirs. Borehole can deliver 60 000litre per hour. This is exceptional for the Kalahari.

Average boreholes in the area delivers 10 000 liters per hour. The borehole is properly equipped with a monopump and a generator and water pump to transfer water to the bush camp (7km from there) We are currently pumping at 3500 liters per hour which is more than enough for now. There is a pipeline that takes water to the camp and to three of the waterholes. There are 4 waterholes on the ranch

Roads:

There is a proper road network and an estimated total of 180 km's of roads on the ranch.

Camp:

The bush camp has 5 thatched chalets and 2 wood cabins that can host up to 24 people. The camp has a large lapa and boma area, a lounge under a wooden deck that overlooks the waterhole and a large kitchen area. The entire above mentioned are under thatch. There is a small office/ curio shop and a small swimming pool. There is a solar system for electricity with a new dry cell battery bank. Lerucama Bush camp received a one star rating from tourism department recently.

Refrigeration:

Gas Freezers and Fridge

Other:

Gas geysers for hot water. Gas stoves etc. Good slaughtering facility. Accommodation for workers- 4 Rooms.

Game:

We have the following estimated numbers of game on the ranch. Estimated value only – count might be higher.

Eland 70-90	P 280 000
Kudu 60-70	P 210 000
Hartebeest 50 -60	P 200 000



Wildebeest 120-140	P 180 000
Gemsbok 60-70	P 245 000
Duikers 10-20	P 15 000
Steenbuck 30 -40	P 30 000
Zebras 15	P 67 500
Ostriches: 14	P 22 500

Camels: 38 : 4 are property of Lerucama, P 80 000, 1 was hand reared and very tame (Lulu), 6 camels are trained for riding. 34 Belong to the local community and forms part of a CBNRM Project.

3 Horses, well trained for working with cattle and cattle trekking. P 9000

TOTAL: P 1,330 000, 00

Predators:

Leopard, Cheetahs, Brown hyena, Wild Dogs, Aardwolf - It is difficult to estimate numbers since these animals move in and out of the area. Lions do not enter the fence but are found around the ranch.

Other:

The Department of Wildlife and National Parks are planning a new entrance gate into the Central Kalahari Game Reserve that borders the ranch, in close proximity to Lerucama. This forms part of a new tourism promotion initiative in the Kgalagadi Region.

We have a community project running that involves camels that we are training for camelback safaris. Our staff are properly trained to handle the camels. There is a young camel that was hand reared that is very tame and she stays in close proximity to the camp and regularly interacts with our guests.

The ranch is a new development and land was previously unoccupied. The business is new and growing rapidly each year. We introduced hunting as an activity towards the end of the hunting season of 2006. We were almost fully booked with local hunters during the 2007 hunting season. We plan to do marketing for international hunters for the 2008 season. The ranch has enormous potential and with added investment could grow into a very profitable business.

We are planning a share-block development at Lerucama where we would sell one share to an investor that allows him right of use to a 1ha plot in a very scenic part of the ranch. We plan to sell between 40 and 60 of these units.

The development will be planned to have minimal impact on the environment and the first priority will be to keep everything eco- friendly. The development will be done on a 100ha portion of the ranch and the development will be kept completely separate from the part of the ranch that will be used for hunting.

The Citizen Entrepreneurial Development Association in Botswana is very positive about providing financing for the development.

For any further information we may be contacted at:

Tel/Fax: 051-4441203

Cell: 0836511086 (Elmarie) 0845171927 (Lean) / +267-71320021 (Lean- Botswana)

e-mail: lerucama@connix.co.za / website: www.lerucama.com



SIGHTINGS BOARDS MAKE GAME SPOTTING EASIER

Gas supplier TotalGaz recently supplied replacement game sighting boards to all the camps in the Kruger National Park (KNP) in order to make game spotting easier for tourists. The sighting boards include a map of the area, plus photographs of seven key species – which include cheetah, leopard, lion, wild dog, buffalo, rhino, elephant – with the idea that visitors who see these animals can indicate on the map where they were spotted.

As they now use magnetic markers as opposed to the older boards which used pins, it is believed that these new boards will not only last longer, but they will remain in good condition as they are more durable. Sighting boards are situated at the reception building of all SANParks-managed rest and bush camps in the two million hectare KNP.

TRAVEL WITH US TO BOTSWANA???

Hi Alan, Many thanks for your great magazine, I await its arrival each month with anticipation. We wish to camp at Kubu Island in Botswana, but have been advised not to travel the sections from Letlhakane to Kubu to Gweta on our own, for obvious reasons.

So, my questions is - is there anyone in your club who might be interested in joining us from Letlhakane to Gweta, or the reverse, at anytime during the period 6-26 August this year. The rest of our trip will be to Maun, Shakawe, Caprivi, Chobe and home.

Looking forward to hearing from you,
Best wishes,
Regards,
Richard Way. (Johannesburg).

(send an email to 4x4offroad@mweb.co.za and I will pass on to Richard. Ed)

ITHALA GAME RESERVE

High in the apex of a Zulu hut is a small shelf on which the occupants place all their very valuable possessions. This shelf is called iThala in isiZulu. It is no wonder that this beautiful reserve in northern KwaZulu-Natal is called Ithala Game Reserve as there are many precious things there. Dropping from the heights of the Ngotshe Mountain 1000 meters into the deeply incised Pongola River valley, where the oldest rock layer in the world, the Mozaan, lies exposed, the reserve has an astonishing variety of habitats and scenery.

There is evidence of mans occupancy of this areas as far back as the Middle Stone Age, some 20000 thousand years ago. Hillsides are littered with banded ironstone which the early Nguni people smelted to make tools and weapons. In the deep caves below Ntshondo Hill, after which the camp is named, the Zulu people hid when the battle for succession was being fought between brothers for the Zulu throne.

Two abandoned gold mines which produced gold until the early nineteenth century are littered with stamp mills and steam engines. These huge machines attest to the resourcefulness and determination of these pioneer miners because the transport from the port of Durban to this extremely rugged and remote area was by oxwagon must have been an almost impossible task! Against this backdrop is a stunning array of birds and animals to delight the visitor. After the initial donation of town lands by the Louwsburg community, additional land was acquired and the reserve now covers 30 000ha. From high cliffs that support klipspringer and Verreaux's eagle, the reserve drops through grassy plateaus and forested valleys to the Pongola River valley, home to crocodiles, magnificent waterbuck and the bright red and green Narina trogon. Animal reintroductions have been particularly successful and game viewing is extremely



rewarding with black and white rhino, elephant and buffalo, a host of antelope, zebra and giraffe as well as leopard and cheetah.

Accommodation choices suit all tastes and visitors can opt for basic camping in Doornkraal Campsite or more private and comfortable lodgings in one of the three bushcamps. Ntshondwe Camp nestles in a well vegetated hanging valley on the slopes of Ngotshe Mountain. With a full restaurant, bar and conference centre, the camp offers both self-catering and nonself-catering chalets, as well as a luxury lodge with the most magnificent views. Tourist roads take you into some very varied habitats and there are a number of walking trails which provide a unique sense of freedom in this beautiful game reserve.

EXTRACTS FROM SPEECH DELIVERED BY DR JOHAN VAN ZYL AT JHB MOTOR SHOW 2008 LAUNCH

The Johannesburg Int. Motor Show 2008 represents the 7th national Automotive Industry exhibition in succession in SA.

As in the past it will be jointly organized and administered by Naamsa and Kagiso Exhibitions and Events. As of 2008, however, on the basis of a 50/50 joint venture company established between Naamsa and Kagiso Exhibitions & Events to organize the first ever JHB. Intl. Motor Show.

The exhibition will be held every two years and this year's event promises to be the biggest and best ever with an expected participation of some 300 exhibitors of automotive components and accessories, over 45 car brands and some 20 trucking and bus companies. Furthermore we expect over 300,000 visitors to the exhibition – many of the visitors will be from African countries, Europe and the Far East.

South Africans love their motor cars and all major manufacturers will use the JHB. Intl. Motor Show 2008 during October to showcase their products as well as the capabilities of the South African automotive industry.

Manufacturers constantly strive to improve their products, not simply by making them more glamorous and attractive, but also by making them safer, more secure, more economical and more environmentally friendly.

Visitors to this year's JHB. Intl. Motor Show exhibition will be able to see the latest automotive technological enhancements in vehicles marketed in South Africa.

Incidentally, some 27 new brands have entered the SA automotive market since the last motor show. Jhb. Intl. Motor show offers visitors the opportunity to enjoy the incredible variety of brands at one venue. As at all the major international motor shows, of which the Jhb. Intl. Motor Show is a major Southern Hemisphere event on the international automotive show calendar, every aspect of every new car is examined and assessed by potential buyers and motoring journalists alike, and then written and broadcast by the latter in incredible detail and discussed by the former, with even more passion!

The automotive industry is the biggest industry in the manufacturing sector in SA and the JHB. Intl. Motor Show provides an appropriate platform for showcasing products and exports into Southern Africa, Africa and world markets as a whole.

Many overseas visitors and trade delegations to this year's event will attest to that reality. Industry exports of SA produced motor vehicles is expected to reach a record 300,000 units this year



which together with vehicles produced for the local market will translate into record industry production for 2008 of over 600,000 units.

The domestic market is under pressure, but exports are booming. This will support vehicle and component manufacturing operations, assist in reducing the industry deficit and should increase the industry's contribution to SA's GDP.

As I have pointed out on recent previous occasions, as far as the domestic market is concerned, it is not all doom and gloom. Admittedly both the economy and total vehicle sales are retreating from unprecedented highs – when they were almost overheating in fact – but the cloud does have a silver lining and the motor industry remains a very strong component of the overall economy.

It is interesting to note that total sales last year were more than double the figure for 1999 – only eight years previously. This growth is truly phenomenal by any standard, anywhere in the world. Giving our situation even greater perspective is the fact that we have put 2,5-million new vehicles on our country's roads in the past five years – 2003-2007 – compared to 1,5-million in the previous five years – 1999-2002.

The status of the Johannesburg International Motor Show has been significantly enhanced by the accreditation by the International Organisation of Vehicle Manufacturers of the Jhb. event onto the international calendar of automotive exhibitions.

The accreditation represents an important step in South Africa's integration into the global automotive industry and will without doubt increase the focus of the international automotive industry on SA. There is every likelihood that multinational automotive corporations will consider future Johannesburg Int. Motor Show events to launch new vehicles into Southern Hemisphere markets. Johannesburg now joins Sydney, Buenos Aires and Sao Paulo as venues for major shows in the Southern Hemisphere.

A very important development for the S A motor industry is that by the time of the show the industry should know the outcome of the MIDP review and details of automotive policy through 2020, thereby enabling the industry to plan with greater certainty.

Ladies and gentlemen, let me touch upon a subject that affects the S A automotive industry and South African motorists alike, and that is the importance of aligning S A fuel standards with international fuel specifications and vehicle technology. World wide, poor air quality is related to approximately three million deaths each year and contributes to the plight of millions more around the world who suffer from asthma, chronic obstructive pulmonary disease, cardiovascular disease, and lung cancer.

The growth in urban travel, so apparent in SA at this time, will further exacerbate this problem unless steps are taken to reduce emissions. Vehicles, both petrol and diesel, emit significant quantities of nitrogen oxides, sulphur oxides, particles, carbon monoxide and hydrocarbons. These pollutants can be reduced by adopting lower sulphur and lead free fuels and at the same time integrating this with the introduction of new vehicle technology and emission control devices.

NAAMSA was instrumental in persuading government and the fuel industry to phase-out leaded petrol in South Africa from the beginning of 2006. The phase-out of leaded fuel, primarily for health and environmental reasons, coincided with the introduction of a new octane structure for unleaded and lead replacement fuel in South Africa. This resulted in the introduction of a 95 octane unleaded petrol in South Africa's inland areas together with a 93 octane unleaded as well as a lead replacement fuel. This was consistent with international trends which legislated 95



octane fuel as the primary unleaded petrol grade to provide an optimum balance between the increased refining requirements of oil companies and the significantly improved fuel efficiency of modern, high technology vehicles.

Cleaner fuels means cleaner vehicles and ultimately a better and healthier environment. More recently, in line with international developments, the focus has shifted to reducing sulphur in petrol and diesel specifically to accommodate the high tech, emission control equipment of modern vehicles. NAAMSA has informed government of the need to legislate a reduction of petrol and diesel sulphur levels, as soon as practically possible. This is essential to ensure that vehicle manufacturers will be able to produce and import the latest new generation low fuel consumption and ultra-low emissions vehicles which will become standard throughout most of the world from 2010 onwards. South Africa cannot afford to remain out of step with global trends and standards.

The imperative of fuel quality improvements will directly contribute to the achievement of environmental objectives by improving air quality and a healthier environment and, from the perspective of the automotive industry, will enable the South African market to offer environmentally friendly, highly fuel efficient, high technology vehicles – cars, SUV's, light commercial vehicles as well as trucks and buses.

It is NAAMSA's view that, in the final instance, the oil companies should supply the fuels consistent with international specifications and the needs of South African automotive companies and motorists.

If SA is serious about improving air quality and a healthier environment and if we want to enjoy the fuel efficiency benefits of high technology vehicles, we simply cannot afford to be out of step with constantly changing global trends and standards.

Finally, ladies & gentlemen, as far as the 2008 Johannesburg International Motor show is concerned, we are fortunate in having the Expo Centre as our venue, a venue which is almost unique among international motor show venues, by offering, apart from substantial indoor space, also a great deal of outdoor space for exhibits and driving experiences thereby offering the organizers the opportunity of delivery an all-encompassing "wow experience" for visitors to the show.

Johannesburg International Motor Show 2008 will be an all-inclusive automotive event, catering for all aspects of the S A motoring scene and will cover passenger cars, light commercial vehicles, medium and heavy trucks, buses and allied products, motor cycles, as well as, life-style automotive linked products.

We are all looking forward to welcoming you to a Jhb International Motor Show of world class standard and a "wow experience" for all the visitors.

NEW LAND ROVER 90 AVAILABLE

By Peta Lee

This was more like it. Compared with the Land Rover Defender 110, the Defender 90 felt like chalk and cheese. Apart from the obvious genetic similarities, it was distinctly easier (for a girl) to handle, less awkward to negotiate in and out of supermarket car parks and just, well, nicer.

Loved the short-wheelbase version of its bigger, beefier sibling; it brought back nostalgic memories of my old VW Rodeo: the size, the flat windscreen, the big steering wheel, the seating position... even that distinctive jerk and clunk when changing gear.



Diesel, and not the quietest kid on the block, but hey, who cares! It was also bright red - a whole lot more cheerful (and obviously more conspicuous in the bush) than the average Landy and twice as appealing as the usual traditional khaki or beige.

The new 2.4-litre engine churns out an impressive 340Nm

It was unexpectedly torquey on the highways and byways – but then it has a new, 2.4-litre engine that churns out an impressive 340Nm of it. As with the Defender 110, Landy stalwarts might scoff at the far slicker six-speed gearbox and power windows but real men are actually allowed to eat quiche and adapt to 21st century technology these days without looking like wimps.

They might also shrug off the heater, aircon and top-of-the-range sound system as being for sissies – probably preferring the old basic air-vent die-of-heat-or-freeze-your-butt-off system - but I doubt Land Rover has had any complaints.

Bad news, moms, for kids who like to sleep in the back on long journeys

The Defender 90 is strictly a four-seater and bad news, moms, for kids who like to sleep in the back on long journeys. The rear seats are two separate entities, so there's no way junior can simply stretch across both and drift off.

But the children loved the flip up/down step at the base of the tail door. Easy for when they climbed out from the back seats via this exit. There's lots of leg and headroom for all passengers, loads of convenient stowage space... even (gasp!) cupholders. The Defender 90 has permanent all-wheel drive, a differential lock, anti-lock brakes and electronic traction control.

I loved it, actually, and the neighbourhood kids are now all huge fans. It costs R309 000 and comes with a three-year or 100 000km warranty.

SUMMERHILL 4X4

Sponsors, exhibitors and competitors! We hereby invite you to utilise this excellent marketing opportunity at the ninth annual Summerhill 4x4 Family & Fun Day and Expo 2008.

Date: Saturday 07 June 2008 - 8h00 am till late

Venue: Natie's Farm / Perry's View 3km from Hazyview on the R536 towards Sabie.

The extremely popular event is the highlight of the local 4x4 community and is not missed by anyone interested in this fast growing action sport.

To book or to enter, here are the contact numbers:

Exhibition stands: Adam Wood, Cell 082 607 0729

Competitor Entries - only 45 vehicles permitted - R360.00 if paid by 30 May '08. - Kim Christensen Cell 0824041869 / Event Co-ordinator - Andrea Fourie Cell 082 5765231

There will be a beertent, foodstalls, live entertainment and many prizes to be won!!

A FUN day for the whole family - definitely not to be missed! For more information, visit our website at www.summerhill.org.za



NAVIGATORS FOUR-WHEEL-DRIVE ADVENTURES

Navigators specialises in informative and relaxed small-group touring. Whether you're a seasoned and well-travelled adventurer or new to the 4x4 lifestyle, join our guided self-drive tours to make new friends, discover exciting destinations in the company of like-minded enthusiasts, and experience the adventure and sense of accomplishment of confidently meeting the challenges of self sufficient travel in Africa. Read more below on our featured tours for the coming months:

Koakoveld "Desert Elephants & Himba" - 14 Nights (Windhoek to Twyfelfontein)

Tour Dates: 11 – 24 May 2008

Tour Dates: 8 – 21 June 2008

Traverse the domain of the desert-dwelling elephants and giraffe, free-ranging black rhino, and the fascinating pastoral-nomadic Himba people. Driving challenges include the 'dust-holes' of the Khowarib Schlucht, and the steep rocky slopes of the 'infamous' Van Zyl's Pass. Twyfelfontein in the south, with its petroglyphs and geological formations, is further attraction. But it is the stunning scenery, solitude and unrivalled wilderness atmosphere of this harsh and starkly beautiful region that calls to the adventurer and explorer in each of us! (Maximum 6 vehicles.)

Getaway 'Readers Tour' to Zambia – 19 Nights (Livingstone to Mfuwe)

Tour Dates: 1 – 18 August 2008

Following our 'Readers Tour' with Getaway Magazine to the Koakoveld in 2007, we have again joined forces with them to offer well-equipped travellers another unique adventure. Join Chris and Getaway photojournalist Jazz Kuschke on a tour to Zambia during August 2008. This varied and relaxed expedition focuses on Kasanka National Park, the Bangweulu Wetlands, North Luangwa and Luambe NP. The route includes Kundalila Falls, Lavushi Manda National Park, Kapishya Hot Springs and Shiwa Ng'andu. The tour ends near South Luangwa. (Maximum 6 vehicles)

Khaudum & Caprivi: "Remote Namibia" – 12 Nights (Windhoek to Katima)

Tour Dates: 27 September – 8 October 2008

Where elephant herds congregate; stronghold of the roan antelope; home to Namibia's 2nd largest lion population, hyena and remaining packs of wild dog... Khaudum's deep-sand driving and wilderness atmosphere is a great way to open your account on this adventurous tour to some of Namibia's more remote game parks. Follow this up with the abundant wildlife, prolific birdlife and exciting driving challenges in the eastern Caprivi, and you'll understand why our expedition to discover the secrets of Namibian Bushmanland and Caprivi regions is a favourite on our annual touring calendar (Maximum 6 vehicles.)

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

(March 2007)



Hit the Trail ... / ... continues

GUIDELINES FOR THE USE OF GENERATORS

The unreliable power supply by Eskom has forced people to investigate the use of an alternative power supply. The easiest way seems to be an electric generator. It might be the easiest way but not necessarily the safest.

Because of the many queries we have received regarding the use and installation of generators, we approached Factory and Industrial Risk Managers, to provide us with some guidelines regarding the use of generators.

Firstly it must be noted that any Generator installed should comply with the South African National Standard (SANS 10142-1:2003) for the wiring of premises Clause 7: 12 which prescribes the minimum safety requirements for the installation of low voltage generators. These Electrical Generators or Portable Generators are useful when temporary or remote electric power is needed, but they also can be hazardous. The primary hazards to avoid when using a generator are carbon monoxide (CO) poisoning from the toxic engine exhaust, electric shock or electrocution, fire and burns.

Every year, people die in incidents related to portable generator use. Most of the incidents associated with portable generators involve Carbon Monoxide poisoning from generators being used indoors or in partially-enclosed spaces with inadequate open air ventilation. ...

Carbon Monoxide Hazards

When used in a confined space, generators can produce high levels of Carbon Monoxide within minutes. When you use a portable generator, remember that you cannot see or even smell Carbon Monoxide. Even if you do not smell exhaust fumes, you may still be exposed to Carbon Monoxide fumes. Carbon monoxide at high levels can kill a person in minutes. Carbon monoxide (CO) is produced whenever any fuel such as gas, oil, petrol, diesel, wood, or charcoal is burned.

Hundreds of people die accidentally every year from Carbon Monoxide poisoning caused by malfunctioning or improperly used fuel-burning appliances. Even more die from Carbon Monoxide Poisoning produced by idling cars. Foetuses, infants, elderly people, and people with anaemia or with a history of heart or respiratory disease can be especially susceptible.

Check Your Insurance Policy. These are legal requirements and failure to comply with these requirements

Follow these safety tips to protect against Carbon Monoxide (CO) poisoning.

Protection from CO Poisoning

- **NEVER** use a generator inside homes, garages, enclosed spaces, sheds, or similar areas, even when using fans or opening doors and windows for ventilation. Deadly levels of carbon monoxide can quickly build up in these areas and can linger for hours, even after the generator has shut off.
- Follow the instructions that come with your generator. Locate the unit outdoors and far from doors, windows, and vents that could allow CO to come indoors.



Electrical Hazards

- Generators pose a risk of shock and electrocution, especially if they are operated in wet conditions. If you must use a generator when it is wet outside, protect the generator from moisture to help avoid the shock/electrocution hazard, but do so without operating the generator indoors or near openings to any building that can be occupied in order to help avoid the Carbon Monoxide (CO) hazard. Operate the generator under an open, canopy like structure on a dry surface where water cannot reach it or puddle or drain under it. Dry your hands, if wet, before touching the generator.

If you have not had your generator wired into your premises by a qualified electrician only connect appliances to the generator using heavy-duty extension cords that are specifically designed for outdoor use. Make sure the wattage rating for each cord exceeds the total wattage of all appliances connected to it. Use extension cords that are long enough to allow the generator to be placed outdoors and far away from windows, doors and vents to the home or to other structures that could be occupied. Check that the entire length of each cord is free of cuts or tears and that the plug has all three prongs.

Protect the cord from getting pinched or crushed if it passes through a window or doorway.

(Please note : we do not recommend that you use the generator in this way and you should install the generator correctly using a licensed electrician).

NEVER try to power the house wiring by plugging the generator into a wall outlet, a practice known as "back feeding." This is extremely dangerous and presents a possible electrocution risk to external workers and neighbours served by the same transformer. It also bypasses some of the built-in household circuit protection devices.

A licensed electrician or registered electrical contractor must carry out the installation and must understand and have the experience with the requirements for the wiring of switches. Incorrect wiring of all the live, neutral and earth wires could be life threatening. In addition when he has completed the installation make sure that he issues you an Electrical Certificate of Compliance. Failure to obtain such a certificate could invalidate any insurance claims arising as a result of electrical faults or accidents.

Fire Hazards

- **Never** store fuel for your generator in the home. Petrol, Diesel, propane and other flammable liquids should be stored outside of living areas in properly-labelled, non-glass or breakable safety containers. Do not store them near any fuel-burning or heating appliance.
- Before refuelling the generator, turn it off and let it cool down. Fuel spilled on hot engine parts could ignite.
- Be extremely careful should a power failure occur at night and never use a naked flame matches or a candle near the generator or fuel tanks. Make sure you have a torch available for use when going to turn the generator on.
- It is advisable to keep a small fire extinguisher in close proximity to the generator. A 4.5 Kg Dry chemical Powder (DCP) or 2 Kg Carbon Dioxide (CO₂) fire extinguisher is recommended.

4X4 'THEFT' ENDS IN HIGH COURT

Bloemfontein - An urgent court order from the Free State High Court has forced the unenthusiastic police in the eastern Free State to help in the investigation of the theft of a Bloemfontein advocate's Land Rover.

Advocate Martin Möller saw a Land Rover Defender 2.8i County, with licence plate 1 MAX FS, in the street in front of the Street Café restaurant in Clarens near the Lesotho border on Friday.



The Land Rover, with a broken tail light, looked just like the one stolen from Möller's home in Fichardt Park, Bloemfontein, in January 2006, before he even had had a chance to register it in his name.

Möller who spent the weekend with friends Leon Wagner and Frieda Pienaar at their weekend home, had gone to the restaurant to meet them there. He said in an affidavit, made before Judge B C Mocomie on Saturday, that the registration number on the Land Rover's licence disk differed from that of his stolen Land Rover by only three digits. The engine numbers, too, did not differ much.

After police had arrived and one of them had made a phone call, he said to Möller that the identification number on the Land Rover was false and that it belonged to a Toyota. Max Schwim, the manager of the restaurant, arrived and said that Möller did not have the right to look at his Land Rover's licence disk.

Another man showed up and asked Möller when he had bought his Land Rover. The man said that 1 MAX FS had been bought in 2004. Möller said that Schwim was already there when he arrived at the police station and had been intimidating.

Möller asked the police officer behind the counter to take down the details of the Land Rover and to investigate whether it had been his stolen vehicle. He left with Schwim following him in "an intimidating manner". Möller then went to Bethlehem where the only police officer on duty said that there was no one to investigate his case and that he did not know when someone would be available.

Next he went to see a lawyer, Corné Ackerman, who advised him to speak to a member of the vehicle-theft unit in Ficksburg. Ackerman said there was not an expert available in Ficksburg to examine the Land Rover. Möller suspected that the Land Rover was the one stolen from him and he feared that Schwim would put the Land Rover out of reach of the police.

Judge Mocomie added that the commanding officers in Bethlehem or in Ficksburg, or in the place under whose jurisdiction the matter fell, or the sheriff had to take 1 MAX FS to a police station that could determine whether or not it had been stolen.

Schwim was ordered to make 1 MAX FS available to police to determine whether or not it had been stolen. Möller could obtain an independent expert to conduct the investigation with the police. Advocate Allen William, instructed by Chris van der Post, represented Möller.

DON'T BUY – SAVE OUR SA WILDLIFE!!!

THE International Fund for Animal Welfare (IFAW) has launched a campaign in South Africa's airports in an effort to decrease the sales of souvenirs made from wildlife. The campaign has been implemented and plans to reach "saturation visibility next month as the world's tourism industry flocks to South Africa for the annual Tourism Indaba," says IFAW.

The campaign, called 'Think Twice – Don't Buy Wildlife Souvenirs' aims to "halt the rampant killing of wildlife for curios". Inbound tourists are urged to refrain from purchasing souvenirs of a "deadly trade". Thirty-second infomercials that open with dead wildlife circulating on a luggage carousel are being aired on the plasma screens in Cape Town International Airport in both arrival and departure halls. The Think Twice message will air at OR Tambo International Airport in Johannesburg and Durban International from May, targeting visitors to Indaba.



"There's no doubt that the market for trinkets and souvenirs kills thousands of wild animals every year," said Christina Pretorius, IFAW Southern Africa. "Most tourists don't even think twice about where their purchase has really come from – our blunt message will serve as a wake-up call to tourists and the tourism industry that animals die to make souvenirs."

NISSAN X-TRAIL GOES UPMARKET

By Les Stephenson

It's a beautiful, sunny, autumn morning in Cape Town's hinterland and I've just been barreling along some of the most scenic open roads in the country in the comfort of what felt like a top-rate automatic sedan but now I'm parked on top of a mountain, high above Rhebokskloof wine estate, after using all-wheel drive to climb a deeply rutted dirt track.

I've also driven over three mountain passes – one of them the twisting, vertiginous, Bain's Kloof – while enjoying the speed and grip of a sports car. How come so? Nissan's all-new, rebuilt from the wheels up, made-in-Japan, X-Trail SUV is how come so.

It's the latest example of why so many people in South Africa are opting for a mid-sized sport utility vehicle

It's the latest example of why so many people in South Africa are opting for a mid-sized sport utility vehicle – in essence, three cars for the price of one. Five petrol models, four of them with a 2.5-litre petrol engine and all-wheel drive and the option of a six-speed, constant-velocity auto, and the fifth a two-litre, front-wheel drive entry-level version, were launched this week in SA with September 2008 promising the arrival of five diesel models.

Here's how their prices read...

2008 Nissan X-Trail

2.0 Petrol 4x2 XE - R255 600

2.5 Petrol 4x4 SE - R325 200

2.5 Petrol 4x4 LE - R352 200

2.5 Petrol 4x4 CVT SE auto - R342 600

2.5 Petrol 4x4 CVT LE auto - R368 100

"The X-Trail has been the top-selling compact SUV for the past four years," says Peter Webb, head of SUV product management at Nissan SA. "The new model will build on this. "It's new from the ground up and shares its platform with the recently launched Qashqai but is still a compact SUV with a roomy, versatile and high-quality interior and a proven 4x4 capability that makes it a great drive on the road and off the beaten track."

The sedan-like ride comes through it having separate rubber-insulated sub-frames and there's extra, more versatile, boot space thanks to a 175mm longer body and a wheelbase extended by five millimeters to 2.63m and a removable "mezzanine" boot floor which, when in position, hides a sliding security drawer with adjustable section sizes.

Take it all out and the boot height increases substantially. Boot volume has grown by 193 litres to 603 litres and a full-sized spare wheel lives under its carpeted floor. "The one-piece, top-hinged tail door," Nissan says, "extends deep into the bumper to create a low loading sill and the high-mounted third brake light has been moved from the rear window glass to the top of the frame – and the novel driving lights recessed into the front of the standard chunky roof rails have been retained."

The rear-seat backrests recline or fold flat and, instead of the usual 60/40 split, have been designed in three sections - 40/20/40 - to increase flexibility. Other cabin features include a large



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and lidded fascia-top storage box, a 15.7-litre glove compartment and six cupholders – four of which will keep cold drinks cold or hot drinks hot.

On and off-road performance has been improved with the introduction of an electronically controlled "All-Mode" 4x4-i system invoked by a rotary switch on the floor console. It includes hill start and gradient descent control – the latter holds the car to a maximum 7km/h crawl.

Approach and departure angles are 28 and 24 degrees respectively and ground clearance is 203mm. A new lightweight, all-alloy, quad-valve, two-litre petrol engine powers the 4x2 model. It's capable of 102kW and 198Nm of torque. The 4x4 models use the previous 2.5-litre, 125kW/226Nm petrol engine though, Webb says, it's more refined and has better fuel consumption.

There's a choice of six-speed manual or a continuously variable transmission (CVT) auto transmission that includes a manual/sequential mode. All models have aircon, power windows, anti-lock brakes, electric power-steering, electronic brake-pressure distribution and emergency braking assistance as well as front, side and curtain crash bags.

Bluetooth cellphone connectivity comes with some models, leather trim and upholstery on the top two models. "Active" head restraints on the front seats will limit head movement in a rear-end shunt to reduce the chance of whiplash injury to the neck vertebrae. The 2008 Nissan X-Trail is available now in three versions – two-litre XE, 2.5 SE and 2.5 LE which denote ascending levels of luxury and sophistication, right up to cruise control, leather upholstery, power seat adjustment and fancier alloy rims.

SPOT GPS EMERGENCY UNITS

SPOT is the World's first satellite messenger. SPOT is the only gadget of its kind that uses the GPS system to get its position and send a message with the location along with your name by satellite and make it available on the internet via email and Google Maps or just a plain SMS message.

You can use SPOT simply to let others know where you are or if you need help. Unlike an ordinary GPS system that only receives signals and calculates position, the SPOT uses two types of satellite systems. One to determine the location and the other to send along predefined messages to those you want to get it.

SPOT's Satellite Messenger boasts up to 1 year battery life, it has global coverage and the ability to track your position using Google Maps, along with 9-1-1 alerting for real emergencies. The bright orange handheld device is water- temperature -and shock-proof. SPOT even floats!

Send a signal even in areas with no cell phone coverage. SPOT uses 100% satellite technology, so you don't have to worry about land based communication. SPOT covers virtually all of North America, Europe, and Australia, most of South America, northern Africa and northeastern Asia, and hundreds or thousands of miles offshore of these areas.

Satellite technology allows SPOT to work around the world - even where cell phones don't. Using SPOT requires a subscription service that costs about \$10 pr. month. Additional services and options available.

Check out the huge selection of [SPOT GPS Emergency units](#) on [GPS-Compare.com](#)



GIRAFFIC PARK

It is said that giraffe never occurred in KwaZulu-Natal prior to the twentieth century. The swift rivers and steep terrain of some of the valleys prevented their establishment in suitable areas in the province. Whatever the facts, since their introduction in the sixties they have done exceedingly well and no where more so than Ithala Game Reserve. So successful has the introduction been, that the emblem of Ithala is a giraffe, and to the regular visitor, the park has become known as Giraffic Park. Large groups are seen all over the rugged terrain and no part of the park seems barred to their movements.

The giraffe in particular is an African icon, instantly recognised around the world. The genus contains only a single species, *Giraffa camelopardalis*, though there are a variety of recognized subspecies throughout Africa.

The giraffe is the tallest of all terrestrial animals but quite surprisingly, the long neck has only seven vertebrae, the same number as most mammals, including man. They are very elongated and have very flexible joints between them. It uses its very long, tough and flexible tongue, which seems impervious to thorns, to strip off foliage and it is also used to clean its eyes and ears. The huge heart (about 60 centimetres long, weighing about 10 kilograms and with muscular walls several centimetres thick) generates the highest blood pressure of any mammal, necessary to pump blood up to the brain against gravity.

It is the only animal born with horns, and even these are unique. Known as ossicones, at birth they are not attached to the skull, being cartilaginous pegs folded flat under the skin. They soon assume their erect position and while they grow slowly from the base they ossify (turn to bone) from the top down and eventually fuse with the parietal bones of the skull. The male giraffe uses his skull as a big knobby club to fight with other males. As a result the ends of males' horns are bald, while females' are tufted with hair — a good way to tell sexes apart. Males also tend to darken with age and oldsters can be almost black.

HOOGSTE SUID-AFRIKAANSE BERGPIEKE

As eertydse bergklimmer het ek nog steeds 'n lewendige belangstelling in bergklimsake al hou rugbesering my nou uit die klim. Daarom was die volgende inligting uit die *Weg*-tydskrif van Julie 2005 oor die hoogtes van die hoogste bergpieke in SA baie interessant vir my. Dit is deur Deon van Rensburg en vriende van Boksburg ingestuur.

Wes-Kaap – Matroosberg: 2249 meter
 Noord-Kaap – Bontberg in die Roggeveld net oos van Sutherland: 1922 meter
 Vrystaat – Ripbokkop: 2837 meter
 Noordwes – 'n kop net agter Nooitgedacht: 1821 meter
 Limpopo – Iron Crown in die Wolkberg naby Hanaertsberg: 2126 meter
 Gauteng – Perdekop op Suikerbosrant: 1917 meter
 Mpumalanga - in Onvervallei naby Dullstroom: 2279 meter
 Oos-Kaap – Ben McDhui: 3001 meter
From Kumnandi Nuusbrief

THE LAND ROVER LEGEND LIVES ON**By Denis Droppa**

Monaco is an anomaly on the Formula 1 calendar. It's bumpy, the pits are cramped, overtaking is almost impossible and it has hard, unyielding walls instead of the gravel traps demanded by modern safety standards. Anywhere else in the world such a circuit seeking an F1 slot would be laughed off but Monaco's flaws are tolerated because of its history and glamour - F1 without Monte Carlo would be almost unthinkable.



It's much the same in the 4x4 world with Land Rover's Defender. This iconic dinosaur is a misfit in a market full of hi-tech, super-luxurious SUV's but it's such a legend that buyers overlook its out-datedness.

Even long-lived dinosaurs need a nip 'n tuck now and then...

Yet even long-lived dinosaurs need a nip 'n tuck now and then and the Defender range was updated late in 2007 with a new engine and a modern fascia. It's the most extreme makeover in the Defender's six-decade history and has brought more comfort, anti-lock brakes and traction control to the station wagons and bakkies - but not crash bags or a maintenance plan.

The new drive train retains permanent all-wheel drive and a low-range transfer case but has added a new six-speed gearbox with a shorter first gear and taller sixth to improve crawling and cruising abilities.

The clutch has also been made lighter to spare the driver's left leg and the new hump in the Defender's bonnet is there to accommodate a taller and more powerful new turbodiesel engine mated to a six-speed manual transmission

...and that's exactly what Land Rover has done with the Defender

The previous 90kW/300Nm, 2.5-litre TD5 engine was ditched in favour of a new 2.4 that makes the same power but thumps out an extra 60Nm spread over a wider range thanks to a variable-nozzle turbocharger. The latest Defender is all about gutsy low-down grunt rather than high-revving performance and its power delivery feels much the same whether hauling only the driver or a full load of passengers.

Gutsy yes, but it has a narrow power band that keeps you busy with gear changes while accelerating up to its not-very-high cruising speed - this Landy won't go any more than an indicated 140km/h but, once there, will tootle along comfortably in sixth with an occasional downshift on hills from its smooth-shifting gearbox.

Off-road is where the engine comes into its own with righteous loow-down pulling power. Low range it allows you to crawl very slowly up steep hills instead of rushing at them and it's also not likely to stall so you can dawdle at idling speed without wearing out the clutch.

Clean ergonomics

There's also a differential lock that can be invoked on the move, full-time all-wheel drive, long-travel suspension and a tall ride height so the Defender is a true mountain goat that can go pretty much anywhere it pleases - or Marthinus van Schalkwyk allows.

The most extreme makeover has been in the cabin. The Winston Churchill-era fascia is replaced by a modern version with all the latest trimmings. It not only looks good but also functions well and has clean ergonomics and easy-to-operate controls. Oddments space is plentiful and comforts include aircon, keyless entry and a sound system.

There are new, more comfortable, "stadium" seats that set rear passengers slightly higher than those ahead – seven of them in the Defender 110 thanks to a third row that folds against the luggage bay's walls if more cargo has to be carried. Despite its makeover, the Defender still feels crude and truck-like when compared with modern SUV's. Its boxy shape creates a lot of wind noise when cruising and the engine's loud.

The turning circle is bus-like, the steering's vague, and the handling is as soggy as week-old



lettuce yet the Defender still has a certain charm that you either "get" or you don't. I did; driving it always felt like an adventure.

Service getting better

Robustness comes from a tough ladder-frame chassis and corrosion-resistant aluminium body and Land Rover says 75 percent of the 1.9-million Defenders sold since 1948 are still running. Land Rover was for many years a synonym for poor after-sales service but the brand seems to be getting its house in order according to recent surveys. Let's hope that trend will continue.

VERDICT

The revamped Defender will still send taxi moms scurrying for cover but the adventure-seekers it's aimed at will find it a bit easier to live with. Crude but robust, old-fashioned but timeless. It's the Swiss Army knife of 4x4s. - *Star Motoring*

KNP ELEPHANT COMPETITION IDENTIFIES 5 MORE TUSKERS

Five more emerging tuskers have been identified thanks to the excellent quality of entries from the members of the public who took part in the 2007 Kruger National Park (KNP) Emerging Tuskers Competition from January to December last year. The KNP Emerging Tuskers Competition is part of a research project aimed at finding, identifying and naming the new crop of elephants with large tusks and encourages visitors to the KNP to take photographs or video footage of any elephant with large tusks so that this record can be used for research purposes.

Barry Swart was judged the winner for 2007 for his contribution on the newly named tusker: Nwashinangana. This elephant bull roams between Lower Sabie and Tshokwane but he has been spotted as far away as Orpen Entrance Gate. Swart's entry was judged the winner because it provided a valuable data base of the tusks themselves, as well as the ear markings and notches that are used for identification purposes. Nwashinangana is named after Ted Whitfield, who was a ranger in the KNP from 1970 until 1994.

In second place was AJ de Wet's entry of his contribution that has identified a newly named tusker called Ngunyupezi. This elephant can be seen in the Red Rocks area of the KNP, between Bateleur Bush Camp and Shingwedzi Rest Camp. Ngunyupezi is named after Field Ranger Sergeant James Maluleke, who worked in the park for many years until his eventual retirement in 1995. He passed away in 1996.

Matthew Durell's contribution of the newly named tusker Madolo came third. This tusker can be seen near Kruger Entrance Gate. Madolo is named in tribute of Johan Kloppers, who started his KNP career in 1953 as a section ranger and ended in 1991 as the head manager of Nature Conservation.

The 2008 Emerging Tusker Competition has already started and visitors to the park who see elephants with unusually large tusks are encouraged to enter their photographs and videos before December 31, 2008. More information about the competition, plus the rules and entry forms are available from the SANParks Website (http://www.sanparks.org/parks/kruger/elephants/tuskers/emerging_project.php). Entries plus all relevant information should be sent to either tuskers@sanparks.org or Emerging Tuskers Competition, Letaba Elephant Hall, Private Bag X402, Skukuza, 1350. Enquiries can be addressed to the Letaba Elephant Hall on +27 13 735 6664.



OWL FACTS – FROM SKOVA OLW RESEARCH PROJECT, HAZYVIEW

1. Owls rotate their heads through 270 degrees to 360 degrees compared to a human's 180 degrees
2. The Owls' eyes do not move. They are stationary in skull and it is the head which moves
3. Owl's have a comical habit of bobbing and swaying their heads when focusing on an object. This is a mechanism owls have perfected to enhance their 3 dimensional view
4. Owls are shown to have more acute hearing than diurnal birds and their hearing is said to be about 300 times better than that of an average pigeon. Contrary to popular wisdom their special ability is not to hear very soft sounds, rather their reputation for excellent hearing stems from their exceptional ability to pinpoint accurately the location of noises in the dark. They are especially sensitive to sounds with a high frequency such as the rustling of dry leaves which would give away the presence of potential prey
5. The ears of many owls' species are asymmetrically placed in the skull which is thought to improve hearing
6. A number of owl species such as the African Grass and Barn Owls have their own natural parabolic reflectors in the form of round facial discs. These discs reflect and channel sound towards the ear enhancing the bird's hearing
7. Although many owls' species have 2 distinct feather tufts on the tops of their heads which look like ears, they are not really ears at all and have nothing to do with an owl's sense of hearing. Rather it is thought to serve as a form of display
8. Our most beautiful owl is the Southern White-faced Scops Owl. It is also viewed as the second most beautiful owl in the world after the Snowy Owl which occurs in the Artic tundra

Bhejane 4X4 Adventures

Bhejane 4X4 Adventures was formed with the vision of conducting guided self drive 4X4 trails into the remoter areas of Southern Africa. Our objective is to involve everyone in the ecological, historical, cultural, ornithological components of the areas we visit.

Depending on the destination, adventure tourism activities are integrated into the tour and include walking trails, photography, game tracking, bird watching, fishing, scuba diving and boating excursions. The tour dynamics allow you and your family to enjoy the trip from the privacy of your own vehicle, while ensuring your safety and comfort in the camaraderie of group participation.

All vehicles are issued with hand-held radios to facilitate communication between participants and expeditions are fully catered by a professional chef. The team's language skills enable us to share our knowledge in either English, Afrikaans, Zulu or Tswana.

For further information regarding the listed tours (see the website):

Contact: Frank: **044 535 9257** or **082 323 3561**

Dennis: **044 535 9257** or **082 572 4945**

Fax: **044 535 9257**

E mail: info@bhejane.com / Web: www.bhejane.com

(January 2008)

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Industry Training (everybody welcome)

Training is offered by the professionals, for you, the professional. Offered by 4x4 Offroad Adventure Club, our training is executed by PROFESSIONALS in their area of expertise. We also strive to make it price competitive, so as to bring it to the layman, at an affordable rate. See our vast offering for 2008, below.

1. Snake Identification and Snake Bite Treatment Course

The first course has run for the year and was extremely well attended. This is a must do course, especially on the snake bite treatment side. 5 of us successfully completed the 'optional' test for a FGASA Accredited Certificate during January, and having postponed attendance for many years, I am sincerely glad I attended this now. Also presented by one of only 2 venom 'tappers' in SA, Mike, a true professional indeed. Request details for next course. Also offers a Snake handling course, post the first course and then the exciting BLACK MAMBA handling course.

2. Level 1 First Aid Certificate

This course covers the latest methods and practices in a 16 hour training session over 2 days, for the requisite Level 1 certification as required by Law. Again, presented by a professional training authority and a practical and fun Dr. Ricky, candidates learn the basics of the CPR requirements, wound dressings and accident scene administration. A must do for moms with small kids, high school students (part of the national curriculum) and off-road and outdoor enthusiasts.

3. Bush Survival Course for Overlanders / 4x4ers

The course is presented on a bush farm called Lalapanzi, which is situated near Magaliesberg ± 107km from Midrand. The aim of the course is to teach survival skills to families planning 4X4 overland camping holiday trips in Africa. By participating in this course the family will gain confidence for a 4X4 overland trip that could have dire consequences in the event of a breakdown in a remote and desolate uninhabited area. The knowledge gained on the course will teach them how to deal with the situation.

These courses are scheduled over weekends thus enabling the family to become involved, and allowing a weekend camping at the bush farm campsite where facilities are available—self catering. The first course of this kind for this year will be presented over the weekend 16th—17th February 2008.

4. GPS Software Course (Next Course - 30 May 2008)

This course is presented by SA's Mr GPS, Kevin Bolton and deals with the PC Software aspect of your GPS environment. This includes Theory & Practical training in GPS Software Usage (Mapsource, T4A, Google Earth etc.). It is a 3 hour workshop, where candidates must bring their own GPS and Laptop / Notebook with software.

5. GPS Course (Next Course - 31 May – 1 June 2008)

This course is also presented by SA's Mr GPS, Kevin Bolton and deals with the Theory & Practical training in GPS Technology & Usage covering: Satellite Navigation theory, Faults and error in the system and problem areas, Datums, Projections, Co-ordinate systems (Includes practical), GPS screens, GPS menus, Configuration of your GPS,



Practical route (GoTo's, Routes and BackTrak), Etc. Includes 35 page manual & 1:50 000 map.

If you do not have a GPS one will be provided – please just indicate such, as we will help you out during the course.

6. Driver Training Courses (Full schedule available)

We are teaming up with one of the oldest and most professional driver training outfits in Gauteng and will be presenting the following training courses:

- Introduction to 4x4 Driving
- Advanced Offroad Driving
- Skid Control and Defensive Driving
- Mechanical Fault Finding

7. Bush Medical Course

It happens often that the 4x4 traveler / overlander is being confronted with the prospect of having to treat medical conditions and make decisions, far beyond their scope of experience and knowledge. This happens as a direct result of the areas that we find ourselves in. The remoteness of certain areas give us the feeling of adventure, but also place us in areas, where medical infrastructure and care is limited and sometimes non-existent. Minor medical problems have the potential to become very serious, if not managed correctly. On the other hand, one might be confronted to break up camp prematurely and head home.

Dr Neil (General Practitioner / Occupational Health Practitioner) has been presenting the BUSH MEDICINE COURSE for the past 5 years in the Western Cape, as well as in Gauteng. The course usually consists of two modules, each lasting a full day (roughly 6 - 8 hours depending on the group). It is very practical (you get to learn to suture lacerations and practice CPR on dummies). Due to time constraints, and the need to present such a course, it was decided to present the most important chapters over 1 day (8 hours), leaving the rest for self study. A certificate is provided to those attending. After completion, you should be able to initiate and manage most medical emergencies, as well as make the right decisions. The conditions are to be discussed, presented and highlighted.

8. Fire Fighting for Campers Course

The concept of this training session is twofold and aims to deal with the serious stuff and theory for the adults or driver, with a separate session for the moms and the kids – you can decide how you want to split it. The workshop will be dealt with by professional emergency services trained and qualified personnel.

The main lecture with accompanying handbook for notes. Explanations and demonstrations. Then it will be followed up by a practical session outside with firepans etc. The moms and kids will attend an enthusiastic and fun orientated practical lesson also by a professional, so they do not need sit through the lecture.

Each family subscribing will get 1 handbook only, included in the price.

9. Emergency Tyre Repair Course

This course / workshop will take place in Centurion later this year and hosted by a leading tyre dealership. Learn how to use that plastic tub of goodies you bought and have never used! A must do workshop for all offroaders.



Other courses will be presented as we go along. 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

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

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April 2008

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From the Tracks – Reader Feedback

NEWSLETTER FEEDBACK

Dear Alan,

Thank you for this very interesting newsletter. My husband and I moved to Ficksburg 5 months ago from Johannesburg and have just completed our Guest House which has 4 bedrooms en suite and a stunning view of the Maloti Mountains.

Should you have any events around this area please visit us. I am putting together a little booklet of 'Where to go and What to see' in and around Ficksburg, Rosendal, Fouriesburg, Clarens and Clocolan.

Regards

Shanka Von Brandis

AFRICA BUSHCRAFT AND SURVIVAL ADVENTURES

ALL ITINERARIES, TOUR INFO, PHOTOS, COSTS CAN BE VIEWED ON www.africa-bushcraft.co.za

TOURS FOR 2008:

ROOF OF AFRICA

14th August—17 August 2008

CUNENE TO CONGO RIVER—ANGOLA

13th July 2008—5th August 2008

27th August 2008—19th September 2008

MOUNTAIN OF THE MAMBA GAME VIEWING SAFARI

22nd May 2008—25th May 2008

27th September 2008—30th September 2008

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(January 2008)



Fresh from the Bush – New Products

SPOTLIGHT MINI TORCH – AMAZING PRODUCT

Once in a while you come across an amazing product and this is one of those. A little torch called the SPOTLIGHT but what makes this torch unique is that it is tiny, fits in the lighter socket of your vehicle and gets charged there....no problem with looking for batteries.

This compact light is a convenient solution for when you need some extra light. Whether it's changing a tire, searching for lost items or locating your keys, the spotlight will always be at it's peak power. Due to the clever charging system, your vehicle's 12 volt power outlet (cigarette lighter) the spotlight is always charged, ready to help and within reach.



This product is available from 4buy4 Direct Store now for R185.00. To get your SPOTLIGHT send an enquiry to 4buy4direct@mweb.co.za. Price excludes delivery.

VENTURESHIELD PAINT PROTECTION FILM

VentureShield is a new and vibrant SA company, run by a team, who have dedicated their careers to delivering excellence in the motor trade, to provide the solution to one of the latest problems affecting vehicle owners.

With the advent of environmentally responsible vehicle paint systems and the deteriorating conditions of our roads, vehicle owners are finding that vulnerable areas of their cars and motor bikes are being damaged by road debris. The result of this type of impact damage leaves many areas of the vehicle looking unsightly which in turn affects the value of your prized possession.

VentureShield originate Paint Protection Film kits comprising individual optically clear film components that adhere to the paintwork on the chosen areas of your vehicle most susceptible to stone damage. We have designed the shape of these individual components to precisely follow the contours and body lines of each vehicle.



With these components VentureShield have created a library of kits specifically for cars, motorbikes and trucks, imported and locally manufactured. Our Templating Department is creating new kits for new models on a daily basis .

VentureShield offers twice the strength of it's leading competitor, no cutting is done on the vehicle with a blade, no unsightly orange peel effect, will not yellow, And has a LIFETIME WARRANTY!

To receive a free quotation send your complete vehicle details to ventureshieldsa@gmail.com
VentureShield, The choice of Champions.
Contact Carol on 071 193 9919

The Dusty Way – Club Trips, Reports & Feedbacks

TSWAING CRATER SOCIAL DAY TRIP

Some feedback on a very pleasant day. Everybody was on time – the last to arrive was before 08h00. As only a few people remembered their 'electronic indemnities, these had to be completed again. I also discovered that not many people had been to Tswaing before.

Some 220,000 years ago, the peace and tranquillity of the bushveld in the area that is known as Gauteng today, was shattered when a blazing stony meteorite the size of half a football field, travelling at 16km per second, slammed into the earth's crust.

The impact would have obliterated all life for a radius of 20 km, and the shock waves would have been felt as far as 250km away. As the dust settled days later, it revealed an impact crater 200m deep and 1.5km across.

Early inhabitants that witnessed the fireball, and heard and felt the impact, were stricken with fear and held this place in awe. Even today, this site plays a very important role in local religious customs.

This crater, formerly known as the Pretoria Saltpan (or Zoutpan), is situated 40 km north to the northwest of Pretoria, near Soshanguwe. It is one of the best-preserved terrestrial meteorite impact craters anywhere in the world.

From the secure car park with ablutions and braai facilities, one can embark on a guided tour to the crater. The 7,2 km trail is well marked and can be completed in 3 hours allowing for many viewing and photography stops. It is not a serious hike and has one descent into the crater and one ascent at the opposite side.

Fully trained guides are available on request, and provides a wealth of information, not only on the impact site and meteor, but also on local customs, the medicinal uses of various plants and trees, etc.

On arrival, we met our guide. The guide was excellent – DEAT registered, with badge and all! He gave a short slide show presentation at the start about the site, both geological as well as on fauna and flora. During the hike he would often stop and explain cultural customs, medicinal values of certain trees and plants, etc. This was my 6th visit, 2nd with a guide, and the best so far.

The group enjoyed the hike, especially some of the younger boys. Two of the boys were very excited and walked on the guide's heels, asking questions – continuously! We were back at the



cars around 12h30. All but 1 family stayed and either braaied or had cold meats and salad prepared. We all left around 14h00.

There is a rustic campsite which can take 3 to 4 vehicles, max 5. Big marula tree, and a tree shower (reed sides, pull-up bucket shower), fire place. R25 per person. I love to try that sometime

Johann Ungerer – Trip Guide

10 YEAR INTER CLUB CELEBRATION – GARIEP DAM

At 1.15am the alarm went off and soon we were in the Hilux and were on the way to meet Andy and Janine at 2am. The morning was cool and were surprised to see so many people still partying.

Dawn started to break and while the sun started chasing away the darkness we were approaching Beaufort West. Clive and Linda, George and Susan and Frans and Lyn had all stayed over at the Karoo National Park and would join us later. I stopped for diesel and we were soon approaching Colesburg and a few kilometers further the turn off for the Gariep Dam.

I had not been at the resort for almost 26 years and once we had signed in we found the luxury campsites. A few folks had already arrived and were sorted.... we quickly set up camp. The wind was freezing, but many hands made light work and the tent was up and we were unpacked.

By nightfall the rest of the folks had arrived and the final tally was just over ninety people. Thursday evening everyone was tired and so it was off to bed.

Early Friday morning I was woken to little Michaela sing songs and the day looked promising. At 10am we met Hanzel for a tour of the dam wall and it soon felt like we had walked everyone of the 2000 steps inside the wall. We descended into the bowels and soon were on ground level following the outside footprint of the wall. Then down to the original river bed and up the stairs again. The tour was great and very interesting.

A short drive found us back at camp and while I set out the GPS challenge for Saturday morning Alan, Charmaine and Tamsin organised Kaskanades for the kids (and adults). On my return the crowd wanted a challenge between Gauteng and Cape Town or rather Alan against Greg and hey I won!

Then it was a potjiekos competition and Clive (chef), Alan and Greg with and entourage tasted and scored the Potjiekos. Jono came first, Morne second and Natalie and Charmaine third (all from the Gauteng club). We got everyone together for a short speech, champagne to celebrate the ten years. Alan presented Greg with a great book on Africa from the Gauteng branch.

Soon we were in dream land....only to be woken by RAIN.

On Saturday morning the GPS event and geocache got off to a good start in the rain and by 2pm most of the participants were back. Points were tallied but the rest of the afternoon was spent watching rugby or visiting the local game reserve.

Saturday evening was potbrood evening and then the heavens opened. The breads were devoured by the makers are with the rain Alan and Greg decided to put the event on hold. The



last few people braved the rain and soon the weather got the best of them and they were also off to bed. Then the lightening and thunder started.

I remember that at about 3am thunder roared around the tent, or so it seemed and from then on the thunder was relentless. At 6am the rain stopped and everyone packed in haste.

By 9am the camp was deserted and the folks were on their way home to Cape Town and Gauteng. We had an awesome time and in three years when the Gauteng Club turns ten we will do this again.

Thanks to all of those who attended and especially to Alan for co-organising the event.

Thanks to our sponsors who organised some really amazing prizes, Bridgestone, Aroma, Outdoor Warehouse, 1st Alignment Centre, Echo 4x4, Kauai, Karsten for the Port he donated and both Clubs for donations.

Written by Greg van der Reis

Hi

Just to say thanks for a great weekend. We made new friends and probably go visit them in CT. You have organized everything so well, but you have to address the weather story a bit – ha ha ha. Sorry about the breakfast yesterday, but the queue was too long. We stopped at the Vaal Plaza for breakfast.

Thanks again

Corrie

Hi

Ohhh so true ... cold, wet ... but hey great people. It was awesome making some new friends, reuniting with some old ones And having some great fun.

Alan, just some feedback, the service etc that we received from Kempton Caravans (Isabel and Bee) for the caravan rentals was great, certainly more than expected, with friendly service, great advice, understanding, etc.

Thanks again for everything, greatly appreciated,
Cheers, Stu Richter and clan

Thanks. A lekker, wet, windy and cold weekend. But good beers, great friends and warm companionship

Jonathan and Sean Owen

LION WEEKEND EXPERIENCE

The weekend started off with the 1st family arriving at approximately 2:00pm on Friday afternoon. Wow, what an amazing experience to put up camp right next to lions & tigers. The animals actually moved closer to the fence, as they were so inquisitive to watch the campers putting up tents. They were very busy checking out what was going on in their backyard. As the afternoon wore on and more and more people arrived, so the lions settled down and became restful in the heat of the winter sun. At sunset, the 8 year old male, Basjan, started to roar and the lions in the other cages joined him. It becomes quite a cacophony when they are all roaring at once, almost like they are competing with each other. By the time the last family arrived at 7:00pm, the lions had settled again.



Supper was at 8:00pm and everyone collected at the lapa for a braai. The food for the weekend was all catered by Alex and Alta Smit. As usual, the food was "uit die boonste gestoltes". Having done previous trips with Alex and Alta, all I can say, yet again, thank you for their hospitality and hard work, the food is always of the best and very tasty. It makes for a very relaxing weekend when you do not have to worry about food preparation and meals.

As most people had worked on Friday, everyone went to bed quite early. However, some of us took quite a while of tossing and turning before we went to sleep.

The reason:

As it is mating season, Gerrit, the farm owner, had a few cages where there were 2 female lions in with 1 male, (lucky guy). Right through the night the lions "purred" and roared. At sunrise, Basjan started roaring again and the lions in the other cages joined in. When one is contemplating getting up to go to the ablutions and the lions start roaring, you stay in bed and snuggle down to listen. As the sound of the roar travels so far, it actually sounds like they are right next to your tent and you can imagine yourself coming eyeball to eyeball with a lion. The roar of a lion is the most beautiful and powerful sound one can experience and especially at such close range – it actually makes the hair on your arms rise.

Everyone got up on their own time and potted around their tents. At approximately 10:00am, Gerrit opened up the walkway between the cages and everyone could walk between the lion cages. We all collected at Basjan's cage and were given an informative talk by Gerrit and Alex about the lions – how you can work out how old they are by the colour of the nose, the tail becomes shorter with each generation if lions are inbred, their gestation period, how you can gauge their distance from you in the wild by listening to the winding down of the roar, etc. We then moved to the cage with the 3 week old lion cubs. They were taken out and everyone had an opportunity to touch and hold them. We also went into the crocodile cage and Gerrit demonstrated how fast they could move and snap at a stick. The tortoise also came out to see what was going on and we had an opportunity to touch and scratch him, as he is quite tame and did not disappear back into his shell. We were also shown the lynxes that are not as friendly as the lions, especially the female who kept hissing at us.

Afterwards everyone got together and a delicious brunch was served. Once brunch was over, everyone dispersed and went to wash dishes. Some of us walked back to the lion cages and sat at the fence. The lions came over and lay on the other side of the fence, so close we were that the only thing between them and us was the wire. What a wonderful and indescribable experience it is to be able to stare a lion in the eyes less than ½ a metre from you. The lions actually moved closer to put their heads against the fence and smell our hands. Some even lick your hands through the fence. Where in the world, but in Africa, would you ever experience the feel of a lion's rough tongue or be able to sit so close to them.

In the mean time, Gerrit received a call from one of the hatcheries in the area to say that they had had quite a stock loss due to the cold during the night. While he went off to collect the dead chickens, Alex notified everyone in camp that the lions would be fed shortly and we must just keep a look out for when Gerrit returns. Once Gerrit returned with the chickens, the lions collected at the fences when they saw the bakkie drive in, as they knew their next meal had arrived and they didn't even have to hunt for it! Everyone went through to the cages again to watch and photograph the lions being fed. As in the wild, they first use their rough tongues to lick all the feathers off the chicken, (usually the fur off their prey), before tucking in. It is quite amusing to watch how they spit the feathers out before they start eating.



Once the feeding session was over, everyone went about their business. Some took an afternoon nap, others spent the afternoon trying to figure out their GPS, some read and others later played some board games.

At 4:00pm, Alex invited all those who were interested to listen to a talk and watch a DVD/video on his Serengeti tours. This was a very interesting 2 hours spent whetting our appetites for a future trip to the Serengeti.

Supper was served at 8:00pm – chicken flatties cooked in their vacuum packed bags, (delicious) whilst everyone socialised around the lapa. As the weather had turned very cold due to the cold front moving through, it was another early night. Even the lions were quiet during the night and we even had a thunderstorm pass through.

Woke up to a very cold Sunday morning. Still, some of us walked along the cages in our pyjamas looking at the tigers and watching the young lions two cages away having a very energetic game of soccer with their ball. The cold made them extremely active and playful.

Most of us packed up and got ready to leave. Brunch was at 10:00 after which everyone left on the 3 hour drive home. Some of us only packed up after brunch and then left at about 12:30.

However, the Chiole's and Kenney's packed up and at 12:30 after everyone had left, decided that we were not in a hurry to leave and spent more time with the lions. We wandered past the cages and watched lions play, rolling onto their backs and absorbing what heat from the sun they could get, pacing up and down their cages or just snoozing in the midday sun. We spent a good hour sitting at the young lions' cage where the entire pride were climbing over each other and snapping at each other as they vied for our attention at the fence.

Later we walked over to the lion cubs' cage and as it was feeding time, Gerrit asked if we would like to feed the cubs. Without hesitation we said yes as this was a great opportunity to interact with the cubs. Berni and I had the privilege of giving the babes their bottles and they sure got through that milk at a rate of knots. Gerrit then invited us into the cage and what a wonderful experience to lie in the grass with lion cubs crawling all over our laps and settling into to doze next to us. Our thanks go to Gerrit for allowing us this experience.

We eventually left, very reluctantly, (could have spent another day), at 2:30 and took a slow drive home carrying with us the most wonderful memories and experiences which will serve as firewood in our old age, (as Alex puts it).

Thanks to Gerrit & Cariena as well as Alex & Alta for a very enjoyable and memorable weekend.

This is a very highly recommended outing for bush & nature lovers who would like a first hand, hands-on experience with lions.

Written by Karen Chiole.

Tau Roara was great ; Alex is a wonderful host – informative and entertaining, and his culinary skills are up there too!
Gordon Ingram.



ANGOLAN EXPEDITION 2008

After 8 months of meticulous planning, a few very fortunate club members joined the legendary Koos Moorcroft in an epic 12 vehicle, 6800 km exploratory overland expedition into the South Western region of Angola.

The party consisted of tour leader Koos and Isobel Moorcroft (Kilo Mike & Issie) assisted by George (Oom Doom) Human and José dos Santos (Habana) the interpreter in the logistics truck. Participating club members included Alan Goodway & Jonathan Owen (mom & dad !), the Goss-Ross clan in the "toolbox" (Ian, Linda, Kyle & Caro), Lizette Swart (Tin Lizzie), Terri & Chris Skeggs (the mechanic), Jéan & Susan Fouchè (gunner & sis), Peet & Lynette Koekemoer (Size does count !), Johann & Anne-Marie Ungerer (Number Plate & Alpha Mamma), Geert & Kea de Vries (The Flying Dutchman), Jan & Elmarie Swanepoel (double trouble "ek sit alweer vas")

The tour can be split in 3 parts:

1. RSA to Ruacana, Namibia
2. The Angolan Expedition
3. The return from Ruacana back to RSA

1. RSA to Ruacana

Day 1 – March 20. All participants converged at the Doornrivier Guest Farm outside Zeerust on the eve of Easter.

Day 2 – March 21. On Good Friday the convoy entered Botswana at the Skilpadsnek Border Post and drove through Lobatse to the overnight stop at Kalahari Rest just outside Kang, a relatively short and easy drive. However, the next two days held some long hours behind the wheel as kilo after kilo was clocked on the odometers.

Day 3 – March 22. From Kang we continued NW on the Trans Kalahari Freeway and entered Namibia at the Buitepos border post near Gobabis from where we travelled through Windhoek on to Okahandja. An uneventful day with a long drive from the camp in Botswana to the sleep over at Kings Highway Rest Camp, Okahandja.

While still in Botswana, we did however come across a terrible accident where some unfortunate driver drove into a cow. This emphasised the fact that one should not drive after dark in Botswana due to numerous free ranging cattle and donkeys on the roads.

Between Windhoek and Okahandja we had to wait for about 20 minutes while the entire 3-lane freeway was blocked to allow the President of Namibia and his entourage to pass on their way to a luncheon engagement.

Day 4 – March 23. We drove from Okahandja through Otjiwarongo, Otawi, Oshakati on to Ruacana, a looong drive of over 700 km for the day. At Otjiwarongo the expedition plans were almost cancelled when a loitering delinquent snatched a purse containing Koos' passport and travel documents, including the official invitation for the convoy to enter Angola ! Fortunately fleet footed José (Habana) tackled the culprit and taught him a few lessons on how not to treat foreign visitors to their country.

The journey through Owamboland took forever since you are required to travel 60 or 80 km/h through numerous small settlements and villages.

The area had also experienced its worst rainfall in 50 years and flooding water from across the border just kept pouring in. Whole villages and settlements were literally under water. The locals



however took advantage of the situation and were fishing with all kinds of makeshift equipment for tiny fish, a welcome source of protein.

A tired and dusty convoy eventually arrived at Eha Lodge, Ruacana campsite at 19:00. Some of the more adventurous of travellers decided to have (can not use the word "enjoy"!) supper at the restaurant instead of having to cook. This restaurant offers a limited set menu, the service is frightening and there was only one bottle of warm dry white wine available.

Day 5, March 24, was a day at leisure – no driving required
Most of the campers used the day to do laundry, repack, charge batteries and sort out the vehicles. Some took a short drive to a nearby filling station just to "top up", while others, too lazy to break camp, borrowed a wheel barrow to transport their jerry cans. On the way back though, a quick pit-stop at a nearby shebeen ensured that the parched throats were amply lubricated.

Meanwhile, tour leader Koos with his assistants George and José visited the border post. All documentation was pre-prepared, border crossing forms completed, etc. to ensure a smooth entry the next day.

2. The Angolan Expedition

Day 6 – March 25. Finally, the BIG day arrived – we were going to Angola – at last! Koos had the convoy lined up just outside Eha Lodge and instructed us over the radio: "We must drive!" Border crossing formalities on the Namibian side took a while as each vehicle and its papers were closely inspected – engine numbers and chassis numbers on the vehicles had to be pointed to the immigration officials, and was correlated to the registration documents.

A quick visit to the spectacular Ruacana Waterfalls just before the Angolan border crossing is truly worth while. Crossing into Angola posed no problems as a result of the good work of the tour guide. The entry form for each traveller is handwritten, but luckily, as Koos provided the detail on the day before, the procedures were merely a formality and the 12 vehicle convoy passed through in less than an hour!

It was with a lot of trepidation that we crossed the Cunene river, as this area had seen a lot of action during the border wars, and memories were still vivid for some of the travellers. Due to the prevalence and real danger of land mines, lunch was held just off the track in a "dry" river bed. Late afternoon saw the convoy making a "bush camp" in a really beautiful spot near the small town of Chitado.

Day 7 – March 26. The heavily laden vehicles bravely battled through deep ditches and dongas, tiptoed up treacherous mountain tracks, crossing flowing rivers and also endured the worst pot-holed tarred road in Africa. All supplies had to be taken with – food and water for 8 days, fuel to travel 1200km in severe 4x4 conditions, all camping equipment, medical supplies, emergency spares, extra spare wheels, oils and filters, and of course, vehicle recovery equipment.

The convoy was now split into 3 groups of 4 vehicles –

Leader Group with Koos & Issie, George & José, Karl, a Swedish lad that joined us at Ruacana and Alan & Jono.

Alpha Team with Johann & Anne-Marie, the Goss-Ross clan, followed by Geert & Kea, with Jèan & Susan being "back door",

Bravo Team with Peet & Lynette, followed by Terry & Chris, then Lizette and bringing up the rear, Jan & Elmarie.



Ahead lay many serious river crossings, deep mud holes and vehicles getting stuck. A desperate, yet futile attempt by Terry in his Colt to "snatch" Peet's Cruiser from a gully saw the Colt being jerked backwards. Thank heavens for winches! Using Johann's Ford as an anchor, Peet managed to winch himself out this spot of bother. Even the most experienced, tour guide Koos had a turn to get stuck in the mud.

Then calamity struck again - a hidden tree stump ripped the Swanepoel Ford's left rear tyre to shreds and spare tyre # 1 had to be fitted. During one of the recoveries, Jono was making a video recording. While peering through the viewer he stepped back, bumped into a fallen tree, and fell over. He sustained some minor abrasions at the back of his legs and did not give it much thought - nothing serious – or so we thought . . .

Due to the many vehicle recoveries and prevailing road conditions, we were unable to reach our planned overnight camping destination. We reluctantly accepted that we would have to spend the night camping right next to the road where the area had been de-mined in anticipation of widening the road. This area was one of the most active during the war, resulting in unknown numbers of landmines being planted everywhere, so a "bushcamp" was out of the question.

Then a stroke of luck - permission from a road engineer allowed us to sleep over in the road workers camp, complete with armed guard and all ! – we called it Camp CAT as we were sleeping right next to the monstrous caterpillars. Pouring rain did not dampen the spirits but everyone was totally exhausted after a day's tough driving on hazardous roads.

Day 8 - March 27. Up at 05h00 for a quick cup of coffee and to break up camp in the rain. At 07h00 Koos' voice over the radio: "We must drive !" Terrible road condition continued and was actually now worse due to potholes filled with water – you simply could not determine the depth of the hole.

Finally we made it to a town called Chibia where we exchanged money at Banco de Fomento bank – very clean, modern and efficient – such a contrast! We also managed to purchase fresh bread rolls called pão from a local store – yummy today but deadly weapon tomorrow. Africa time ... it took three hours to exchange money and refuel.

From Cahama to Lubango the "tarred" road is worse than any road we have ever encountered. There are so many potholes that it is totally impossible to miss them all. We ended up just trying to avoid the worst and deepest ones. Never again shall we complain about the potholes in SA! The average speed on this road was less than 15 km/h.

We entered the city of Lubango smack in the middle of afternoon peak traffic, total chaos is the best description of the traffic situation! No lines painted on the roads, no traffic lights, no traffic signs and "rules of the road" that we are totally oblivious to. These drivers let our taxi drivers look like "angels".

Driving on the right hand side of the road is very strange and the poor passengers were faced with the oncoming traffic. What a nightmare, yet Koos managed to get the convoy safely through the city onwards to the planned overnight stop.

Jan & Elmarie were left behind to purchase a new tyre from the local Firestone dealer. Surprisingly enough they were able to find the same size off-road tyre, yet not the correct brand. Thanks Koos!



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The overnight campsite was at a place called Tunda Vala. To get there one has to battle up a treacherous mountain pass of which most of the gravel had washed away. Deep dongas had to be negotiated in 1st gear low range, while the outside edge of road has disintegrated with a sheer drop that awaits the careless !

However, once there, Tunda Vala offers a magnificent view. High up on the mountain it is cool and again drizzling slightly. Sun set and mist rolling over the hills = awesome. Legend has it that Jonas Savimbe threw his opposition or his enemies off the cliff . . .

Day 9 - March 28. A most amazing sunrise but icy cold early morning saw the convoy in line at 07h00, awaiting the now familiar call: "We must drive !" The early morning drive through the crazy traffic in Lubango was not that bad as it was relatively quiet at that time of the day. On the other side of Lubango, on a mountain top, overlooking the city is a statue of Christ erected in 1967 by the Portuguese. This is a replica of the famous statue on the Sugar Loaf Mountain near Rio de Janeiro, and one of one of three in the world, the third being in Lisbon, Portugal.

Inside the statue is a claustrophobic spiral staircase that leads up to a balcony - 56 steps to an amazing view. During the war a battalion of Cuban soldiers were stationed near the statue. They tried to destroy it – bullet holes are evident - and even attempted to bulldoze it. Local inhabitants apparently prevented this destruction by forming a human chain around the facility.

While we were there reverend George held an impromptu communion service using pão and real "nagmaalwyn", indeed a very emotional and moving experience for those who attended. From Lubango we drove West on a reasonably good road towards the harbour city of Namibe.

En route we stopped over at the graves and a statue of the "Dorsland Trekkers" in the town of Humpata. Apparently there are still some of their descendants living there, "van der Mewe", "Venter", etc.

And then we arrived at the world renowned Leba pass – incredible! From the look-out point you can see the road winding all the way down for 15 km, a 1000 m descent. Almost too soon we arrived at Namibe and decided to refuel: "gasoleo" for the diesel trucks, and "gasoline" for petrol engines. A nasty surprise awaited a few travellers – if you do not pay careful attention, the fuel pump reading is not reset and you end up paying far too much. You need to be wake-up everywhere when travelling in Africa!

However, fuel and beer really cheap – about R4-00 per litre for petrol and R3-20 for diesel ! and R30 for 6 local beers called N'Gola – very drinkable. After too many explanations at numerous road blocks, Johann managed to get a new number plate made for the white Ford VZY 204 GP – not quite SABS grade, yet sufficient to pacify the local authorities.

In the mean time, the rest of the convoy were having drinks on the beach front – peaceful until a local immigration officer decides to check all the passports and have more forms filled out. All because we were wearing our bright orange "expedition" T-shirts. Eish Alan, next time make the colour a bit more subtle please.

Last minute shopping was completed at a reasonably well stocked supermarket – beers, wine, pão, Portuguese olive oil, etc. From Namibe the convoy turned South for about 50 km. Here we turned off the road and battled through thick fine sand a powder like dust for 23 km before we finally arrived at Flamingo Bay Lodge just before sunset.



A thick white fog came rolling across the sea towards shore, but never reached us – the air was just too dry. Amazing to think that you are in the oldest desert in the world, the Namib, and the air is so dry that not even the wet fog from the sea can make it to shore.

And Jono's legs did not look good ! The "minor" abrasions from three days ago had turned septic and the poor man was in terrible pain while suffering from a very high fever. The two "medics", Linda & Caro immediately went to work. They cleaned his wounds and fed him antibiotics like smarties.

Day 10 - March 29. Day at leisure again for a change, some go site seeing to the ancient canyons and to photograph the miracle fossil plant/tree *Welwitschia Mirabilis*, whilst others stayed in the camp to "think". A few even tried their hands at fishing !

En route to the canyon we witnessed a "strandloper" or beach comber trying to kill a cormorant – to him this was not a bird but a source of protein! Along this stretch of the beach were hundreds of thousands of used sandals, some of which sporting the Brazilian flag. We speculated that a container filled with there was washed off a ship and it washed up on to the beach. A certain member of the group had left her sandals at home in Pretoria. So she decided to go "sandal shopping" running from one sandal to the next until she had a pair that fitted OK – not a matched pair though! What a sight!

During low tide the exposed rocks also sported an abundance of black mussels, some of which were promptly harvested to provide a divine meal for the hungry! The "fearless" fishermen who transported their gear across the breadth of the continent however did not fair that well – only three small fish were caught by the Goss-Ross clan, and a fair size Kabeljou by Alan

Jono went with and soon almost fainted – he was still a very sick man! That evening, the travellers were treated to supper at the rustic restaurant on the beach – fresh fish cooked by the locals! Koos then reluctantly informed us of a change in travel plans. Due to the heavy rains and unusually high seas, we could not complete the planned circular route back to Ruacana. A stretch of beach called the "death zone" or "doodsakker", which is only negotiable during low tide under ideal conditions, could not be travelled. This stretch of sand between the sea and the mountainous dunes were at most 5 meters wide, and even then an occasional gigantic wave would crash right up to the dunes – far too risky. The possible inland detour was also impassable due to raging rivers of up to 15 meters deep. Sad, but Africa is not a place for sissies, and cowboys don't cry !

Day 11 - March 30. Instead of breaking camp, for the South bound journey, we just drove as far South as we could, past the town of Tombua. Jono did not go with and agreed to rather stay in camp to rest – a very wise decision. Linda & Caro were slowly nursing him back to health and changed his dressings twice a day. Negotiating treacherous areas which consisted of a mixture of course sand and broken sea shells made for extremely difficult driving. And "size does count" Koekemoer managed to get his Cruiser stuck again!

This hard drive resulted in a number of vehicles overheating, and we had to make frequent stops to allow the engines to cool down. It was on this stretch that Geert discovered that by driving a little faster than the convoy, he could "plane" on top of the sand – hence the nick-name "Flying Dutchman".

We also encountered two surprisingly well preserved ship wrecks – *Vanessa Seafood* and *Consortium Alpha*. The latter was also the be the furthest South that we could go. On the way back to Flamingo Bay, Koos made a turn to the East and took to the desert. Perplexed we



followed and then stumbled upon a real oasis in the middle of the desert called *Lake Arco*. Bigger than Rietvlei dam near Pretoria, complete with palm trees, this awe inspiring wonder provides food for a small local community. Sweet drinking water that is also used to irrigate crops, and teeming with barbell, this was an idyllic setting.

That evening we had a beach braai consisting again of fish prepared by the locals and pot-luck with the ladies clubbing for the side dishes. They even manage to serve desert.

Day 12 - March 31. Another day at leisure doing laundry and sorting out vehicle content, topping up with drinking water and more freshly harvested mussels. Even Jono ventured out of his tent feeling like a new man – thanks again to the excellent support and care from Linda and Caro.

Our last evening at Flamingo Bay was themed "dinner in the dunes". A candle lit affair saw everyone dressing up for dinner – tuxedos, black ties, grandma's fur, et all. From the waist down however, it was beach wear – shorts & slops - hysterical scenes and much laughter – huge fun.

Day 13 - April 01 - April Fool's Day. Unfortunately it's true – we are heading back home, retracing the inbound route. Driving through Namibe, we stopped at a local flea market or "brazza", shopping and looking for a "camisole do Angola" – a red & black T-shirt sporting the Angolan coat of arms.

Once again we had the pleasure of driving Leba pass but this time we are ascending – quite a different kettle of fish. Even Lubango is easier the second time round and we manage to keep the convoy (almost) in tact through the town. We camp again at Tunda Vala and again its raining upon arrival. Fortunately it stops soon and we can set up camp and prepare dinner.

Day 14 - April 02. Again we had to endure extreme potholes but this time it seems easier and we manage to get better mileage for the day and progressed beyond Camp CAT where we thought we would camp. The convoy refuelled for the last time at the "gasoleo" and "gasoline" pumps and buy fresh pão at Chibia.

At Otchinjau we sought permission from the local administrator to bush camp (or shall we say road camp). Due to the danger of landmines, we could not venture too far off the road and the vehicles were parked literally on the verge of the road. We could not light the usual camp fire as it would have had to be in the road, so Linda & Kyle merely placed a dozen or so candles in the sand – what a pretty sight that was ! *Camp Candle* will not be forgotten.

Day 15 - April 03. Another tough day in Africa ... a stretch of 140 km for the day, from Camp Candle to the border post had no fewer than 69 water crossings (counting only flowing water and not mud holes), rocks, serious mud patches and hop-skip-and-jump driving. Of the 69 water crossings, 19 were proper rivers, of which 7 were serious rivers, with 3 at which we had to do recoveries.

At the Angolan border post every vehicle was meticulously searched for fresh meat and dairy products. Fortunately, none was found. At the Namibian border post, every vehicle was again checked – number plates, engine numbers, chassis numbers! Once in Namibia, we ventured back to Eha Lodge for the overnight stop.

As we returned form Angola one day ahead of schedule, some of the travellers decided to use the extra day to stop over at Etosha Game Reserve whilst the rest continued to Windhoek and RSA.



3. Ruacana to RSA

Day 16 - April 04. The hardened travellers drove via Kamanjab to stop for the night at Okaukuejo rest camp in Etosha Game reserve. Some took a late afternoon drive looking for game but are unsuccessful. That night an elephant was so close to the fence near the camp that we could hear his stomach rumble. And at about 03h00 the next morning we were treated to a male lion roaring duel. Magnificent!

Day 17 - April 05. Breakfast at the restaurant provided a good start to the day. From Etosha we travelled through Outjo, Otjiwarongo, Okahandja and finally Windhoek (a stretch of 440 km). We booked in at Arebusch Lodge where the majority treated themselves to chalets while the "die hards" camped.

For supper that evening, we hit a local joint called "Joe's Beerhouse" What a place – huge portions and very reasonably priced - everyone had a ball. Alan was caught with a "dirty trick" and had his face painted with black soot stripes before he realised it. Good, clean fun

Day 18 - April 06. By now everyone is eager to get home and it is clear that the expedition has taken its toll – bodies sore, limbs were tired, muscles were weary, yet everyone was still in good spirits. Another long day of driving from Windhoek, along a straight road with no change in scenery to arrive, late afternoon at the Kalahari Rest Camp, Kang.

Day 19 - April 07. Everyone is up and ready at the crack of dawn, long before departure time. And we start thinking of sleeping in our own beds, seeing the kids and dogs ...whoopee! It's a long stretch again of over 700 km but even the border crossings were simple and without any hassles

Many travellers have lunch at Zeerust's Wimpy whilst others decide to push on to get home. Sad goodbye's to new friends with whom we have spent the last 18 days without any problems and wonderful camaraderie. The teamwork was superb and we agreed to get together soon and view the pictures and DVD.

Conclusion

Angola is not yet geared for tourism. Considering that the 30 year civil war in this country only ended in 2002, the scars left by the war is still vivid in memories of the Angolese. All foreigners are regarded with suspicion and passports and travel documents are regularly checked at numerous road blocks by policemen, and by suspicious immigration officials in all the towns.

Curios are not available at all, restaurants and shops are non-existent, very little English is spoken and the infrastructure is sorely lacking. Yet, as was the case in Mozambique, this beautiful country has a lot of potential and it will rise, and is busy rising!, from the ashes. We experienced the people to be very friendly, yet live the same simple life as they have done for many centuries.

Will I go back ? "Most definitely !

Stats

Total distance covered: 6757 km / Moving time: ± 100 hours

Average speed (whole trip): 31 km/h

Approximate distance travelled by convoy = 81,000km

Damages/casualties – 1 tyre, 1 number plate

Written by: Johan Ungerer and Elmarie Swanepoel



Hi Alan

It was such a good trip, we feel quite sad that it is over. All that we can do about the situation, is to plan the next one..... We enjoyed it so much and we are so grateful that we could experience it with a great group of people.

Thanks for everything!!!!

Best regards

The Goss-Ross Family

A big thanks to you is due Alan – without your planning and preparation, the execution of this trip would have been impossible. Your leadership and enthusiasm for your club and members is noteworthy and commendable.

Jonathan Owen

The Trading Post – Swop, Sell or Buy

FULLY KITTED TOYOTA DOUBLE CAB 4x4 – READY FOR AFRICAN SAFARI

PRICE REDUCED! Fully kitted 2004 Silver Toyotal Hilux 2.7 Petrol Double Cab 4x4, safari ready. 140 000 km's on clock. Full Service history from Toyota Agents (McCarthy). Normal features include Radio/CD, ABS, AC, EW

Sale includes:

- ARB Bullbar – standard high lift jack points
- 29 Mhz Aerial fitted to Bullbar
- IPF Spot Lights
- Clear Perspex stone guard on front lights and bonnet
- Branch breakers from bull bar to roofrack
- RV Centre side bars
- CD / Radio Combination
- GX300 29Mhz Radio fitted
- Dual Battery System including Battery – PB Enterprises
- Thomas engine mounted air pump
- Outback Centre Internal Roof Console
- 40l long rage tank = +/-130l onboard
- High lift jack points fitted rear end
- Alu-Cab canopy, with recovery gear box and ability to load 3 high lid ammo boxes / 6 low lids in back plus remaining load space
- Exterior Work Light
- 2 x Interior Lights fitted
- 2 x 12v plugs points external to canopy
- Double Jerry can holder on canopy
- 2 gas bottle holders
- Front Runner packing system,
- 60l water tank
- Front Runner spare wheel bracket with spare wheel, new Firestone tyre
- 15" Firestone Tyres
- New Old Man Emu Suspension
- Front Runner Roof Rack



- Spare Wheel bracket on roof rack
- Safari Snorkel
- Seat Covers (Stingray)
- Front interior splash/dirt mats
- Fire extinguisher x 2 fitted
- Tow ball (Drop pin type) / Trailer Light connector
- PB Enterprises Battery Management System & Caravan Connection
- Winch

Can supply original colour coded bumper, black roll bar, stainless steel nudge bar and tarp cover.

The following will be removed:

- Minus 40 Fridge Freezer (1990's model and still going strong!)
- Tracker Unit

Price: R175 000.00 not negotiable.....

REASON FOR SELLING: My kids are getting too big for the space in the rear of the double cab – need to get a wagon!!!!!! Contact Alan on 0826038321 / mwalangy@mweb.co.za

LAND ROVER 90 AND/OR ORYX AND / OR SPEED BOAT FOR SALE

Hi Alan,

With the addition to the family arriving later this year, I am looking at upgrading vehicle and caravan to something bigger.... Unfortunately, I need to sell the current ones before I can buy bigger ones... Thus will you please place the following details in the monthly news letter as for sale items...

2005 Land Rover Defender 90 TD5

49000km

Full Service History (Incl. Oils Services every 5000km)

Yellow

All Std Equipment included.

Extras Include:

BFG A/T tyres (done app 23000km)

M&M Seat Covers

Packing System

Dual Battery System (Also trailer charging point)

Bull Bar

TMAX Winch

Old Man Emu Suspension

ARB Compressor & Rear Airlocker

Warn Spots

Long Range Fuel Tank

Front Runner Roof Rack

Mantec Snorkel

Navstar 29Mhz Radio

Awning

Price R210 000.00



2007 Jurgens Oryx Caravan

All standard items included.

Extras include:

Full size "L" shape awning

220V/Gas warm water Geyser

Shower Cubicle

New Deltec Battery

Price R75 000.00

And then also (not 4x4 related, but at least outdoors)

2000 Sensation Bowrider 16 foot speed boat (7 pax max)

With 2000 115 HP Mercury Motor

On a Twin Trailers Trailer

Done App. 195 hours since new.

Had a major service in Nov 2007 (before summer)

Boat and Motor Covers included

Also ski's etc.

Immaculate condition

Price R65 000.00

Any inquiries can be made to Johan at 0828067561

PAJERO SWB FOR SALE

It's done 128000km, its 2003, 3.2 DID SWB manual. It has full service history, never been in an accident and comes with smash and grab, tow bar and NETSTAR early warning system already installed.

Reason for selling, I love them so much I had to go out and buy a new one as this one is now paid of!

R175 000 neg, finance, licensing and trade-ins can be arranged.

Jonathan Greengrass (send email enquiry to 4x4offroad@mweb.co.za)

3 x NGONYAMA CARAVANS & XCAPE FOR SALE

I have three Brakhah's and one Xcape available....they are all 2006 models. For obvious reasons I am selling them complete with all goodies and extras.

The specs on the Brakhah's – All 3 are the same, are fully equipped and consist of the following: Double door National Lunar fridge freezer, a Battery Management System with dual deep cell batteries , 125W solar panel with 12m ext. cord, standard caravan ext. cable, 2x 70 litre tanks, Gas geyser, Gas stove, Ground Sheet, Tents (shower, front awning and fly sheet all with own bags) and also a 18 litre porta potty. Stone Gaurds and two aluminum camping tables and fire extinguisher.

They have the 4 sleeper config. i.e. Fold out double bed in front and queen size at the back that folds out to either two single beds or a table with two bunks.

They all have full all weather covers, two Jerry cans, two gas bottles, spade, spare wheel, drying and shower rack, plastic basin, bucket, camping kettle and four director camping chairs.



All are in excellent condition baring one that has a slight ding on the side(approx. 5x5cm). All have full sets of cutlery(steel), salt & pepper cellars, utensils, mugs & crockery(melamine), steel wine & drinking glasses, compact pot set and brand new colour coded linen that consist of fitted and flat sheets for all beds, duvets for all beds and four pillows with cases.

The Xcape

This van is the new spec Xcape and is also in excellent condition. This van has been modified substantially and now has Jerry Cans on the back, a loading bin on the front, a solar panel, two deep cell batteries, a full tent and also a large shower tent that is attached onto the back of the van. A National Lunar double door fridge freezer has also been installed.

Included : a standard caravan ext. cable, 1x 70 litre water tank, Gas geyser, Gas stove, Ground Sheet, Tents (Full, shower, and fly sheet all with own bags) and also a 18 litre porta potty, Stone Gaurds, fire extinguisher and spare wheel. Also an all weather cover, four Jerry cans, two 20lt water cans, two gas bottles, spare wheel, drying and shower rack, plastic basin, bucket, camping kettle and four director camping chairs, cutlery(steel), salt & pepper cellars, utensils, mugs & crockery(melamine), steel wine & drinking glasses and compact pot set.

Realistic offers will be considered. Send an email to 4x4offroad@mweb.co.za for further enquiries. NOTE: These caravans are NOT from any local caravan rental company.

SHORT WHEEL BASED LANDCRUISER FOR SALE

Ek het die 2H Diesel short wheel base landcruiser om te verkoop. Hy is op die oorspronklike toyota specs korter gemaak. Enjin, ratkas en diff's is oorgedoen. Ons het paneelklopper besighede en het self so 'n landcruiser met 'n petrol enjin. 'n Klient het ons sin gesien en het een bestel maar, het nie meer die geld nie.

Ons wil R95 000 vir hom he maar, dis onderhandelbaar.

Groete,

Jana van Rensburg

Grobbersdal

0132622185

0739074735

PROJECT VEHICLES FOR SALE

I have these 2 project vehicles for sale - I am getting too old to ever finish the rebuilds of 2 very special vehicles:

Lancia Gamma S2 Coupe 2.5 litre efi flat 4 1982 done about 35000 miles. Automatic gearbox needs attention. Engine very good. Bodywork complete and without rust - been stored under shelter for about 19 years or so. Started to strip to respray and rebuild. Upholstery as new but dash cracked from age. Choices are to build in an Audi gearbox and keep the 2.5 litre Engine or replace the engine and gearbox with an Audi V6 2.6 litre or better. Has been done before. The Lancia automatic gearbox was run without hypoid oil in the differential, a short distance but will be noisy if pinion and crownwheel are not replaced. The forward clutch assembly is dicky with some pieces missing, I think. If I was in Cape Town, I would be able to source the gearbox spares needed from Felix Furtak of the Lancia Club but a mission from Johannesburg. It is a beautiful car, Pinanfarina designed, the poor man's Ferrari. Make me an offer on about R15,000, please. Is registered Johannesburg and I have all the papers.

The Lexus Soarer 1991 has a 4 litre V8 48 valve with automatic gearbox. The seats need to be redone and it needs a respray. As it has the computer and wiring, one could consider mating the engine to a Prado 4x4 gearbox. Did consider doing this on Niknak2. On the other hand, it has



variable suspension, used to go like a rocket. Very macho. This vehicle belongs to an ex-employee who has at least 10 years jail term to serve on drugs convictions. He got a total 49 years and even on the appeal against conviction and sentence I have managed to get for him, he is still going to serve a lot of time, and bail was refused. I am hoping to get about R25000 for the Lexus that will at least keep him in food and comfort supplements for a few years, and contribute to his legal expenses. This car is registered Swaziland but all papers are available for legal transfer of ownership.

Nic Nel
Tel: 0116082026 Cell: 0846082026

Flat Wheel – Light Relief

Baby names after 9 months due to "load shedding":

Candle Nomvete	Darkness Mapogo	Eskom Tshabalala
Vroegslaap Khumalo	Blackout Dube	Battery Ndlovu
Generator Mashaba	Loadshedding Masibuko	Robotoff Vilakazi
Teekersie Oosthuizen	Parrafienlamp Botha	Primus Minnaar
Sonpaneel Coetzee	Geiser Nel	Cadac Nortje
Gasbottel vd Merwe	Gasstoof van Wyk	Vuurhoutjie de Bruin
Vlammetjie Joubert	Besparing Villiers	Isoleer Vosloo
Beurkrag Poggenpoel	Blaker du Toit	Flikkerlig Wessels
Powerdip Malherbe	Gas Blomerus	Donker Afrika Smith
Battery charged Erasmus	Middernagswart Willemse	Flitslig Bothma
Kersvlam Adams	Braaivleisvuur vd Schyff	Braaivleis Swanepoel
Kragkrisis Potgieter	Kragsentrale Knoetze	Kerskrag Esterhuizen
Tripwire Petzer	Tripswitch Pieterse	Regulator Malan
Leë beloftes Mbeki	Fires van Blerk	Vonk du Preez
Diesel de Klerk	Koperdraad Herselman	Vetkers du Plooy
Maglite Muller	Kragboks de Koker	Weerlig Jacobs
Rou kos du Plessis	Geen kos Nolte	Rechargable Diedericks
Boggerol krag Harmse	Flitsbattery van Helsdingen	Energiespaar Pretorius
Torch Misimang	Power failure Dlamini	Power station Kodisang
Kragopwekker Skosana	Nat steenkool Zuma	Derek Watts
Black-out Swart		

The Boere Computer Dictionary from South Africa

Monitor : Keeping an eye on the braai
Download : Get the firewood off the bakkie
Hard drive : Trip back home without any cold beer
Keyboard Where you hang the bakkie and bike keys
Window What you shut when it's cold



Screen What you shut in the mosquito season
Byte What mosquitoes do
Bit What mosquitoes did
Mega Byte What mosquitoes at the lake do
Chip A bar snack
Micro Chip What's left in the bag after you have eaten the chips
Modem What you did to the lawns
Dot Matrix Oom Jan Matrix's wife (classic!)
Laptop Where the cat sleeps
Software Plastic knives and forks you get at KFC
Hardware Real stainless steel knives and forks from Checkers
Mouse What eats the grain in the shed
Mainframe What holds the shed up
Web What spiders make
Web Site The shed (or under the verandah)
Cursor The old bloke what swears a lot
Search Engine What you do when the bakkie won't go
Yahoo What you say when the bakkie does go
Upgrade A steep hill
Server The person at the pub what brings out the lunch
Mail Server The bloke at the pub what brings out the lunch
User The neighbour what keeps borrowing things
Network When you have to repair your fishing net
Internet Complicated fish net repair method
Netscape When fish maneuvers out of reach of net
Online When you get the laundry hung out
Off Line : When the pegs don't hold the washing up

Preferred Suppliers - Gauteng

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

1) ECHO ACCESSORIES 4x4 CENTRE – NEW STORE!

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

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

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



2) 4x4 INSURANCE

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

3) BOLTONS GPS WAREHOUSE / KEVIN BOLTON CONSULTANTS

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

KJ BOLTON CONSULTANT cc

Contact Kevin @ 082 564 3639 or Marietjie 012-6549813

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

4) FRONT RUNNER

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

Call Wayne Heath-Coombe (club member) now.

1 Forssman Close, Dytchley Road, Barbeque Downs, Kyalami

011 466 0155

www.frontrunner.co.za

5) 4x4 MEGAWORLD

10% on ALL products in their larger than ever warehouse. What an offer. From camping gear, 4x4 gear, outdoor gear, the lot!!!! Their warehouse is now bigger and better and definitely worth a visit. Club members, as one of the few places that give is 10% on anything!, it is well worth the visit. Speak to any of their well trained staff! megaworld@oldmanemu.co.za

6) SAFARI CENTRE - NEW MEMBERSHIP CARD DEAL

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

Products excluded for discount:

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

7) HONEYDEW TOYOTA & RV CENTRE

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

8) KEMPTON CARAVANS - KEMPTON PARK - CLUB MEMBER BENEFITS

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

09) OUTDOOR WAREHOUSE - CENTURION

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



10) 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

11) 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

12) PB ENTERPRISES – HIGHEST QUALITY POWER SYSTEMS & INSTALLATIONS

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

Talk to the expert, Pieter Barnard, and **receive 5% discount on any of their products by supplying a copy of this page, PLUS the 4x4 Offroad Adventure Club receive a 3% donation.** Just **print out THIS PAGE**, and give them a call. Let them do everything right, the first time. Have a look at their website! www.pbeproducts.co.za

Contact: Pieter Barnard
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