



Trails & Tribulations...

Hi there enthusiasts,

Happy Spring Day and all of that.....officially, the season has changed. So, get into the garage if you 'bunked out' for winter, and dust off the cobwebs, and get that outdoor kit ready and working. This weekend I was pondering if we should start a sailing section in our club, as this wind reminded me of my 39 years in Cape Town. It certainly blew a storm in the Centurion area. But with this, comes the veldt fires, and this a lot of root and dirty polluted air all about. Well, we've top dressed the lawns and I am personally looking forward to some greener landscapes after this dull old winter. And soon – we will experience some rain I hope.

OK, I am looking for some MISSING PERSONS! Yes, I still have certificates to issue you from the previous courses attended a long long time ago. Drop me an email, and maybe you can even collect it at the next enthusiasts meeting in Centurion? Help me find these people to satisfy their results:

Pieter Casper Else – GPS Course 2006
Michael Glathaar – GPS Course 2006
David Brotton – GPS Course 2006
Dave Farland – GPS Course 2006

Well, this last month we have been quiet busy. The club drove the stunning (yet dry at this stage of the year) Serendipity 4x4 Trail between Nylstroom and Naboomspruit (old names used to protect the innocent - and uninformed!). This trail has been a long favourite of ours, and I personally had a hand in turning the trail around a few years ago, so as to change the 'scenery' and challenges. Better than scraping / creating new tracks in the pristine bushveld I believe. Some new sections have been added, which makes this trail more challenging, yet uncomplicated. Based on this, I often encourage the spouses to drive this trail, so as to enhance the skills and capabilities of our navigators, in case of a real emergency. I believe it is an important aspect that your regular navigator also has the right competencies, especially in a time of trouble. Full story inside.

Well, with South Africa celebrating Woman's Day, we empowered a group of our club ladies to make a difference. After much research and debate, they set on selecting a project in the poorer Pretoria North area. Women's Day has been celebrated in South Africa since 1956, yet many South African women have never celebrated this day. This was particularly true for a number of elderly ladies from the very poor Noorderpark establishment in Pretoria North, who are battling to make ends meet. Our Project leader has written a refreshing article on the day, which is under the club section.

The aim of the project was to make a difference on the day, as well as to leave a lasting memory with this small, poor community. The previously dreary community hall had been transformed into a warm, bright, colourful and cheerful room with the funds raised, now carpeted, curtained, TV and DVD installed, and with the further donation of reading books, games and DVD Movies and Music, the elderly people can have a sense of belonging in their newfound community centre.



Stunning stuff! Just goes to show, that a bit of rallying around in an organization, one can go far to help those less fortunate than ourselves.

So back to the bush then. A team of us were privileged to assist in the hosting of a large event in the Kalahari region for Munroe Shock Absorbers. It was a 'winners' excursions for participants from the Midas Group, who had won a sales incentive. We were to teach them a bit about sand driving and the Kalahari, under the leadership of Alex Smit (www.eco4x4africa.com) a Kalahari expert.

Well 3 days of sand and dune driving is always a pleasure, as we pitted the different makes of vehicles (petrol and diesel) against one another. Sheer pleasure. Progressively dunes got more difficult and challenging, and skills were tested to the maximum. Each vehicle had 3 guests plus the driver, and over time each person had a chance to test their newfound skills. It was great fun especially as over 90% of the attendees had never even driven a 4x4. So control, guidance and great care was imparted to ensure no damage to vehicles, dunes or the environment in general.

This month also saw the members heading off to the north again, to the stunning Jobedi Game Reserve in Limpopo Province, with an assault on the challenging Melkrivier 4x4 trail. This trail has been done by us in the past, and with the game in the reserve, and the very basic camping facilities (for offroad vehicles only!), it was a great experience..

This weekend past also saw the last heat of the Bridgestone 4x4 Fundi Challenge, and I am proud to state that our boys finished with a second and third place on the day. Not bad. However, at the end of the day, the complete competition's prize giving was held and the top spot went to Andre and Yvonne de Villiers of Safari Centre. This year's winner won a complete kitchen refit including appliances to the value of R80 000. Second place went to the Hale family from the Isuzu Owners Club, who won 2 Engel 40litre fridges.

I was personally rewarded with the likes of Andre de Villiers (Safari Centre), Derek Lategan (African Outdoor Group) and Johan Marx (Gelandewagen Club Chairman) as an Bridgestone Brand Ambassador, for all the effort we put into the industry and into complementing and promoting the Bridgestone brand. This is a first ever award of this kind, and a great privilege to be amongst the first ever recipients.



On the industry side, I am pleased to note that the NOW strategy has been accepted. Although sometimes frustrating and time consuming, the hard work put into NOW over the last three years had been worthwhile, with the following achievements now being tabled:

An advertisement for LEISURESURE Outdoor Insurance Products. The background is a collage of images related to outdoor activities: a car, a person, a dog, and a vehicle. The text reads: **LEISURESURE**
OUTDOOR INSURANCE PRODUCTS
Call: 083 306 5657
Email: phillip@leisuresure.co.za

- NOW's recommendations had been accepted by the Minister and Government funds have been made available to implement the strategy.
- NOW has registered as a Section 21 Company with the directors coming from each of the nine stakeholder bodies, including the 4WDGA.
- A full time person will be employed to manage the implementation of the strategy.
- All 4WDGA members need to take cognisance of the strategy, which is available on request.
- This strategy will over the next year dictate the operations of the new committee and will concentrate on Tourism development, BEE development, local and international marketing, the establishment of an off road playground, the development of new routes, growing the industry and the support of fellow bodies on NOW.
- South Africa is far ahead of the international community in terms of the self-regulation of the off road industry.
- SAROOF's will be mobilising in the rest of the country, moving out of the initial focus areas of the Western and Southern Cape. It remains however a problem to get the co-operation and buy-in of certain farmers in certain areas.

Get the latest update on www.now.org.za . So watch this space. Things will hopefully start progressing now, so that the unknown factor to 'Joe Public' gets clarified regularly, as the process moves forward.

It has been a busy month for my articles and newsletters having several assignments to Cross Country's Web Site (see their new club section) – www.ccic.co.za, writing several articles for the Bridgestone's Going Places Magazine, and covering the Bridgestone 4x4 Fundi Challenge in the SA 4x4. So, then to top it all, I hit 70 pages in this months E-Zine. Eish, where does it all stop (yes at the full stop I know!) DO NOT PRINT!

We have a few sleeps left before hitting the road for our Luderitz to Walvis Bay trip with URI Adventures. Cannot wait. Had a quick pop in to the Getaway Show where I managed to meet some new 'players and products' in the market, but noted with dismay that there were about 30 odd less exhibitors than last year, and some of the bigger names were just not there! Times are tough I assume.

Well, the final silver lining as we head into September is the fuel price reduction this week. May you fill your tanks and get some extra mileage!

Make sure you don't miss the Enthusiast Meeting this month, as there are some great speakers yet again. That is it for this month. Keep safe, drive appropriately and see you out there

Enjoy the read!

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
27 August – 7 September	Pretoria Show	Pretoria Showgrounds
2-5 October	Rust de Winter Jamboree	Rust de Winter
18 October	Echo 4x4 Show	Echo 4x4, Centurion

Calendar of Training Events

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

Date	Event	Venue
6-7 September 2008	Bush Medical Course	Centurion
12 September 2008	Nuvi GPS workshop (3hrs)	Centurion
13-14 September 2008	GPS Navigation Course + Practical	Centurion
18 October 2008	Intermediate Digital Photography Course	Centurion

FEEDBACK: Snake ID & Snakebite Treatment Course on 23 August, 2008

We arrived at African Reptiles and Venom at 07h45, met Mike Perry the owner and course presenter, filled in the required indemnity and health status questionnaire and had sufficient time to for a cup of coffee and a chat the Herman Roos before the course started. Herman was the only other member of the club in the group of 30 trainees that we met up with. At the start of the course we were not aware of what we were in for. Talk about information overload! We learnt about 36 species of snakes. We dealt with their identifying features, types of fangs, types of venom and the resultant toxicity, the syndrome/s that would result from a bite, the habits and distribution of each species as well as the bite risk of each. This took us up to tea.

After tea and biscuits it was back to the class room to learn about the toxins in the venom and the signs and symptoms that would result from a bite from the various species that have different toxins and combinations in their venom. The progression of the signs and symptoms in time frames after a bite can also be used to identify the type of reptile responsible if the snake was not visually identified. We were then taught what first aid should be administered for the various types of toxin, followed by what medical treatment should be given and the administering of anti-venom (and adrenalin where applicable). What was rather scary was the fact that in most cases it is necessary to advise the medically qualified staff regarding how the specific type of snakebite should be medically treated and that a number of hospitals have been found to have no, or inadequate volumes of anti-venom!! In preparation for the lunch break we were shown slides of typical snake bites, their progression and recovery and repair of damage. Some of the snake bites are horrendous and the slide show could be a strategy to reduce food consumption during lunch because some of the views are really nauseating.

After lunch it was examination time. The exam was a multiple answer test consisting of 58 questions. Based on the large volume of information that we all had been exposed to for the four hours leading up to the test, We struggled with the test, trying to discriminate between the similar but significantly different answer choices. In the end we guessed a lot of the answers as the time limit for the test had been reached.

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

STOP THE CARNAGE!!!!!!

[The Namibian](#) (Windhoek) - 31 July 2008

SERIOUS alarm has been raised over official plans to shoot three of Namibia's rare desert-adapted elephant bulls in the Kunene Region as trophies for big-game hunters, which conservationists fear could cause a collapse in their dwindling numbers.

The permits for shooting what could be three of only five breeding-age elephant bulls left were issued in spite of warnings that this was unsustainable in a population that already showed alarming signs of high natural mortality and genetic problems due to in-breeding. Documentation seen by The Namibian shows that the Ministry of Environment and Tourism had issued three hunting permits to six conservancies in the Kunene Region for shooting three elephant bulls in the current hunting season.

These conservancies, controlled by the local communities, typically sell their rights on to professional hunting companies, earning on average about N\$60 000 per elephant. The professional hunting firms however sell these on to wealthy hunters willing to pay up to US\$60 000 for the privilege of bagging such a rare trophy. The desert elephant, so called because of their smaller stature and physical adaptation to their arid environment, range in the dry riverbeds of southern Kunene where they feed primarily on Ana tree pods.

Regarded as a keystone species in the local eco-system, they are also a key attraction in Namibia's estimated N\$6,2 billion tourism industry. While the elephant largely keep to unpopulated areas, increasing encroachment from pastoral farmers have over the past years has brought them into conflict with local communities. A man was killed in the Bergsig area late last year by a bull which a local NGO said had become aggressive after he had been previously shot at.

The Ministry has not, as far as could be established, conducted any recent census of the elephant population but apparently based its decisions on complaints from local communities about "problem animals." According to research by Australian researcher Dr Keith Leggett, there are fewer than 240 of these elephant left in the southern Kunene Region, ranging from the Ugab to the Bergsig area further north.

Elephant-Human Relations Aid (EHRA), a NGO that constantly monitors these elephants and manage conflict between the elephants and local populations by constructing elephant-proof water points, however says there are fewer than 60 adult cows, and as of 2006, only five bulls of breeding age.

EHRA's Johannes Haasbroek believes their and Leggett's data overlap, as the elephant range up 70 kilometres in a single day, with the herds of about six to 10 animals moving between rivers in search of food and water. Even more alarmingly, EHRA reported on their website that they have only spotted three breeding-age bulls over the past few months -the same number as the trophies now up for sale.

The three permits appear to have been issued by Director of Wildlife Management Ben Beytell, in spite of several recommendations by the Ministry's own staff to the contrary. Despite several



efforts to contact Beytell yesterday, he did not return any phone calls. No other officials were willing to comment, referring all queries to Beytell.

Dr Betsy Fox, who formerly headed the Ministry's Outjo offices, in April warned in an official letter to her seniors that the elephant population in the Kunene Region could not sustain such a loss of bulls. Dr Fox urged Minister Netumbo Nandi-Ndaitwah, Beytell and Head of Scientific Services Fanuel Demas to immediately rescind the hunting permits for the elephant bulls.

Referring to earlier reports she had made, Fox warned that high natural mortality - EHRA puts calf mortality as high as 80 per cent - did not support the decision to issue hunting permits, a view that was shared by all her colleagues in the Kunene Region, she wrote.

Killing a key tourist attraction was short-sighted and could damage Namibia's international reputation as a tourist destination, Fox cautioned. "I think the Ministry officials who approved these quotas are not thinking in terms of the best conservation measures for the keystone species in the Kunene Region, but are succumbing to pressure from conservancies to earn quick bucks," Dr Fox wrote. Dr Fox has since left Namibia, and could not be reached for comment.

But Haasbroek, while declining to comment on specifics, expressed the fear that it was already too late, as professional hunting outfits were already in the area. "It's open season out there on the last of the last desert elephants," he said.

TAKE NOTE!!! NATIONAL BRAAI DAY

On 24 September all South Africans will sit around the same fire. Join us in National Braai Day - a celebration of our great country and its unique national pastime.

National Braai Day will allow us to get together, burn the past and cook up a succulent future. Braaing unites us all in a common purpose and transcends racial, social, cultural and language barriers. There's really no excuse not to gather your family and friends and whip up feast - it's the start of summer and a public holiday.

Show your support of National Braai Day by sending an SMS to 34761 on 24 September with the the number of people attending your braai. The guys at "National Braai Day" will release numbers to the press on a real time basis. If you're part of the official count, they will send you a return SMS with the number of South Africans around the fire with you.

Don't miss out, start your fire and don't forget to SMS and visit the official National Braai Day website.

(Some colleagues and I will definitely be doing our bit in Welwyn Garden City, outside of London on this evening, think about you all! So don't disappoint me – send some photos and we will stick it on our web site!!!! Ed)

FORTUNERS' HANDLING: TOYOTA ADMITS TYRE PROBLEMS

'IT ROLLED ON A GRAVEL ROAD AT 60KM/H'

August 20, 2008 - **By Michelle Jones**

Toyota SA has acknowledged that its popular Fortuner SUVs may experience handling problems on gravel surfaces and will fit different tyres to new models from September 2008. This follows intense debate on the SA 4x4 Community Forum by members who experienced handling problems with their Fortuners while driving on corrugated surfaces.



The forum has more than 4500 members, including more than 130 registered Fortuner owners. Toyota SA spokesperson Ferdi de Vos said various people had complained on the forum and in the August/September issue of Drive Out magazine about the handling of the vehicle on gravel surfaces.

One reader wrote in and said a friend's two-week-old Fortuner had rolled on a gravel surface at 60km/h and was written off. Luckily, the passengers had not been seriously injured. The driver was experienced on gravel surfaces.

De Vos said Toyota SA wasn't sure who to believe and was trying to contact the owners who were experiencing problems with the vehicle so that they could be resolved. A common consensus on the forum seemed to be that solutions could be found in the suspension and tyres. Some claimed that their vehicle had experienced handling problems but, once the tyres and suspension were changed, these problems went away.

Other 4x4 enthusiasts debated whether the handling difficulties could be explained by tyre pressure, vehicle load and the vehicle's speed. De Vos said no official complaint about the handling of the vehicle had been received by Toyota but it had informed the technical department of the concerns and it had carried out its own investigation.

"It was found that the perceived problem revolves around certain specified tyres for the Fortuner. These tyres were initially chosen for their favourable noise, vibration and harshness properties, but will be replaced from September 2008 with different tyres to address any possible handling concerns."

The original specification tyres fitted on the Fortuner were Continental General Grabber 265/70 R16. De Vos said the tyre would have a revised band angle from September.

"In the meantime all Toyota dealers have been informed about this tyre change and owners with any concern in regard to the handling capabilities of their Fortuner can contact their nearest Toyota dealer, who will inform one of our technical field teams to deal with the matter."

If a Fortuner owner would like to replace the tyres Toyota SA would work out who was liable for the cost according to a formula taking account of factors such as tyre wear at the time of replacement, De Vos said. This would be negotiated between the dealer and owner.

Gauteng members of the online forum have arranged to meet near Pretoria on Saturday (August 23). They will drive each other's vehicles, some of which will be standard and others with modified suspension and tyres. In this way they hope to ascertain whether the handling errors were a matter of driver perception or a problem involving all Fortuners.

Toyota can be reached at 0800 139 111. We are asking Continental Tyres for their comments.

(See, sometimes these Forums have a role to play and can influence behaviour in our industry, in the interest of better products. Well done guys! Ed.)

BUY / RENEW YOUR WILD CARD AT CAPE STORM

Isn't it funny how just the thought of spring puts a bounce into everyone's step again? Suddenly there's talk of walks and beach holidays and of course that eagerly awaited summer vacation. Spring also brings an explosion of flowers to the landscape and if you have never experienced



Namaqualand in full bloom, don't delay as by the time you read this the whole region will be carpeted in flowers. Less well known but equally special are the spring flowers of the Tankwa Karoo National Park which, sources tell me, are already beginning to show.

You will be glad to know that you can now buy and renew your Wild Card at CAPESTORM outlets in the Western Cape and we are hoping to expand this to include their stores countrywide in the near future.

4X4 FUNDAY AT LICHTENBURG 4x4 CLUB

Saterdag, 11 Oktober 2008, 8.30vm - Lichtenburg 4X4 baan. Vanaf Koster kruising, 10 km op die Manana pad. Bring jou vleis en kom geniet die dag saam met jou gesin. Volop aksie en hope pryse te wen.

Kontak:

Hannes: 083 230 8191

hannes.jansen.van.rensburg@monsanto.com

Janus: 082 553 9047

janusnw@vodamail.co.za

Theuns: 083 297 2412

BIG COUNTRY 4X4.

"Why another 4x4 shop?" I hear you ask. The "4x4" and "Outdoor" market is very well serviced by a number of companies with large retail outlets with well established distribution networks. **Big Country's differentiating factor is our willingness and ability to address the individual custom needs of the 4x4 enthusiast.**

We have customers coming in every day with new ideas and special requirements. In an industry where the only limitation to product development is your imagination, these ideas are our bread and butter. Custom work not only ensures a fully satisfied customer, but it also has the potential of adding to our product range. Custom work does tend to be more expensive than buying an "off-the-shelf" item, but if we feel that the concept has legs we will often enter into a development "partnership agreement" with the first customer where we discount the job to compensate for the development time and the idea. On this basis, we have recently developed a number of great new products:

- Universal Towbar wheel carrier
- Disco 3 Wheel carrier and Tow-hitch / Hi-lift point.
- Rear bumper, dual wheel carrier for the 80 series Land Cruiser
- Rear inside roof box on the Defender
- Bullbar, Dual Wheel carrier, chassis toolboxes, dashtrays and watertank for the new 70 series Land Cruiser pickup

Besides the custom work, Big Country also manufactures a number of "stock" items.

- Roofracks - Very sturdy and light range of aluminium roofracks suitable for just about any vehicle.
- Drawer and wolf-pak slider systems configured to suit a number of applications.
- Landrover Accessories. Over the past 10 years, Big Country has concentrated on the Land Rover range of vehicles and we stock all the popular stuff.
- Fitments. Our staff and facilities are well equipped to carry out fitments. We can source and fit your off-road suspension, fridges, fuel tanks, winches, tents, etc .

I suppose, the bottom line is, if you've had a good idea, but don't know what to do next or if you've got a special requirement, then we would love to hear from you.



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

NEW GARMIN OREGON 300 LAUNCHED

We are pleased to announce the new Garmin Oregon 300, the newest member of the premium handheld line. Easy to learn and simple to use, the Oregon 300 features a high-sensitivity GPS receiver and a high-resolution, 3-inch colour touchscreen that reacts as users tap or drag through menus and options. On a mountain or an ocean, satellite reception is even faster than before thanks to Garmin's new HotFix™ feature, which automatically calculates and stores critical satellite information and can use that information to quickly calculate a position without waiting for data collection from the satellites. With 5 different user profiles: recreation, fitness, geocache, marine & automotive - this multi-function unit is sure to be an all round winner!

Product highlights include:

- Tough, 3-inch, sunlight-readable, colour touchscreen display
- Durable & waterproof (IPX7)
- Wireless transfer of data between units
- Built-in electronic compass & barometric altimeter
- Super fast first fix through predictive satellite orbital calculation
- Garmap Southern Africa Topo & Rec mapping included

Email 4buy4direct.co.za for pricing.

NEW GARMIN NUVI 500 LAUNCHED

We are pleased to announce the Garmin nüvi 500, newest member of the popular nüvi line. This multi-mode, multi-purpose GPS navigator is our first portable navigation device dedicated to walking, cycling, driving and boating in a single unit – the truly complete navigation device. It includes enhanced mode-specific features and there's a wide range of mounts available for swift transfer between activities. Go sightseeing with geotagged images from Garmin Connect Photos and view the surrounding terrain with the digital elevation model basemap. The rugged nüvi 500 GPS unit is ready for your active lifestyle. It's waterproof, flexible and intuitive, with a whole host of accessories to enhance your navigation.

Product highlights include:

- Tough 3,5 inch sunlight-readable, colour touchscreen display
- Waterproof IPX7
- Track-back functionality to re-trace your journey and Custom Route planner
- GPS HotFix: super fast first fix through predictive satellite orbital calculation
- Removable, rechargeable Lithium-ion battery with up to 8 hours of life (depending on use)
- Topographic and BlueChart mapping compatible
- Garmap Southern Africa Streetmaps included

Email 4buy4direct.co.za for pricing.

EXPLORE PARQUE NACIONAL DO LIMPOPO IN YOUR 4X4 AND MAKE AN IMPACT!

For the first time 4x4 enthusiasts have the opportunity to explore a National Park and at the same time participate in a census that will have a meaningful impact on the knowledge base of the Park.



Dubbed **Census on Safari**, the inaugural event takes place in Mozambique's Parque Nacional do Limpopo from Thursday 19 September until Tuesday 23 September 2008. An initiative of Transfrontier Trails do Limpopo who offer wilderness, hiking and 4x4 eco-trails in the Mozambiquan sector of the Great Limpopo Transfrontier Park, and 4x4 MegaWorld, the event is planned as a high tech data collection exercise for Parque Nacional do Limpopo. Each night will be spent camping wild in the bush and participants will have to be totally self-sufficient.

What is needed to join this event is a sense of adventure, a fair knowledge of nature and to be well kitted with cameras, laptop, GPS, and if possible a satellite phone, as well as a 4x4 vehicle that allows for total self sufficiency. Participants will also be able to put their computer skills to the test by producing a twenty minute power point presentation of the data that they have collected. Data collection will encompass, plants, reptiles and amphibians, birds, mammals (animals, tracks, dung and skeletons), insects and spiders, fish (fresh water fish in river and pan systems). Fly fishing rods with flies and spinners may be used for fishing on a catch and release basis.

Participants will be required to capture all data on camera as well as recording GPS waypoints for each photograph, sample or object. GIS technology may be used to the extent that it can be downloaded for use in the power point presentation.

Census on Safari will also take the form of a competition and 4x4 MegaWorld is providing great prizes to the winners in various categories which will be awarded at a gala evening in November. Prizes will be awarded for: best individual power point presentation; best team's power point presentations; best individual bush campsite and best equipped vehicle.

The event is limited to forty vehicles with two people per vehicle. Registration will take place in Parque Nacional do Limpopo at the first night's campsite (S23 39 03.1 : E31 42 02.8) on 19 September 2008. Participants will be divided into eight teams of five vehicles and on the following morning teams will depart for their allocated zone within Parque Nacional do Limpopo. Park rangers will accompany the teams for the duration of the census and officials will roam between the teams to assist participants and evaluate progress.

"Response to the introduction of what will be an annual event has been extremely positive" says Johan Kriek of Transfrontier Trails do Limpopo. Entry forms for the limited number of spaces still available on the event are available from MegaWorld stores countrywide. The cost of participating is R4000 per vehicle.

"Census on Safari provides a unique opportunity for 4x4 enthusiasts to make a meaningful impact by putting the equipment 'you always knew you would need one day' to constructive use, gathering data that Parque Nacional do Limpopo requires for its database" says Deon Venter of MegaWorld.

Dr Llew Taylor, a Professional Natural Scientist, who has a registered project in Kruger National Park on the life-history and entomophagy (human insect utilization) of the speckled and anomalous emperor moths, the former very poorly known and the latter existing as the commonly known mopane worm in its juvenile stage, says *"A trip like this into Parque Nacional do Limpopo will give me an excellent opportunity to observe aspects associated with the life-history of these insects in an area I do not normally have access to."*

For more information contact: Johan Kriek Cell: +27 83 305 8083, Eemail: johankriek@dolimpopo.com



THE CAPE OUTDOOR ADVENTURE AND TRAVEL EXPERIENCE 2008

The Cape Outdoor Adventure and Travel Experience 2008 takes place at Bien Donne, Franschoek Environ off the R45, from Friday 3rd (12 noon) to Sunday 5th (closing at 17h30)

The show will bring you the best of what SA and the Cape have to offer in Outdoor and Adventure and in a true outdoor environment! Caravans, 4x4's, quads, tents, accessories, travel and gadgets!! All on show in the heart of the Cape Winelands. Social Dogs on Leads also welcome!! A family day out with lots to see buy and many exciting outdoor activities to participate in. Quad biking, horse trails, paintball, clay pigeon shooting, helicopter flights, and much more to enjoy under the vines and oak trees. Special childrens activities for the little ones.

Open Friday 10h- to 19h00, Saturday 09h00 – 19h00 and Sunday 09h00 to 17h30

Go to www.outdoorexpo.co.za and Cape Expo for all details, directions and costs.

NEW SHEMIMAGES PHOTOGRAPHY WEBSITE

More than anything , this newsletter is to tell you about the completely NEW Shemimages website – www.shemimages.com ! Yes, after 5 years of the same design and the constraints that come with a static site, I have totally redesigned the website. Its been an exciting journey and one that wont stop, because the site is open for continual growth. So what you see, is not what you get- much more will be added in time- especially great images, articles and downloads.

Almost everything on the site is new: a new portfolio , references and awards, downloads and the most exciting of all, the image search gallery .

There are currently 3500 keyword searchable images in the search gallery. These images are available for use in all types of publication and editorial use- of which many of them have been used already. I am working hard to have it up to 10 000 by the end of the year. Do try it out, it is the fastest image gallery I know and extremely user friendly, making it simple for you to search for your desired images, select them onto a lightbox, and then e-mail them to me; where I will return your mail with the desired images: Simple and effective .

That is all for now. Do browse my site , look at the new images, search for your favourite animal in the search gallery , enjoy the downloads and let me know your thoughts on the site.

Yours in great photography,
Shem Compion

THE DREADED PEPPER TICKS

I have seen pepper tick infestations so bad that a walk through the bush results in a dark tide rising up your legs as these pesky purveyors of misery rush to secure the best spot in your most intimate areas. Once on board they are extremely difficult to shift, with the uninitiated suffering weeks of itching and agony till the survivors are ready to moult, at which time they will fall off. Pepper ticks are the intermediate or larval stage of the tick life cycles from egg to adult. They belong to either the Amblyomma or the Rhipicephalus family of ticks. The different types of "Pepper Ticks" are indistinguishable to the naked eye.

Apart from the extreme irritation their bites cause, they are able to transmit African tick bite fever to humans. There are two species of the organism that causes tick bite fever. Rickettsia conorii and Rickettsia africae. The latter is the more common with less severe symptoms. The Rickettsiae are transmitted in the saliva of an infected tick when it bites humans. Alternatively, if



the tick is crushed on your skin, the Rickettsiae may be able to enter through a small abrasion. Classic indicators of tick bite fever are the black mark at the site of the tick bite, a headache, swollen glands and a high temperature.

Rickettsia only responds to the tetracycline family so a course of this antibiotic is the normal solution. You are able to acquire immunity if you tough it out without antibiotics but this can cause other health problems so it is better avoid ticks altogether or take the cure if you succumb

TREAT THEM LIKE THIS!

Your chalets are infested with fleas. We visited iMfolozi, Ithala, Weenen, which ever, and we are covered with bites" (a common complaint, especially from our overseas visitors). The culprits are of course, pepper ticks. There are a number of precautions you can take to make sure that your visit to the bushveld does not linger on with three weeks of itching and maybe tick bite fever. There are a whole range of preparations on the market and many pharmacies stock a variety of remedies to prevent insect bites.

They range from those that contain insecticides to the gentler natural products. These I have not tested so can not rate their effectiveness. My recommendation from experience is to spray your clothes and shoes with Bayticol spray. It is not for application to your skin! Should you pick up pepper ticks that have managed to a void your impregnated clothes, wash thoroughly with Tetmosol soap when you get back to your camp.

This is designed to deal with scabies mites but has the same effect on pepper ticks. Just follow the instructions on the packet which is to lather up all over your body including your head and leave the lather to dry for about 5 to 10 minutes before rinsing off. This will do for any ticks that have managed to invade your body.

BEWARE OF YOUR INSURANCE CLAIMS!!!!

Insurance claims by victims of vehicle theft and hijacking are being rejected because owners fail to install the alarm, immobiliser or tracking device required by their policy conditions. Brian Martin, South African ombudsman for short-term insurance, has reported a "significant" number of complaints from vehicle owners about such claim rejections.

"Vehicle owners must acquaint themselves with their insurer's requirements for theft and hijack cover," he said. "The insured person must make sure stipulated devices are fitted." People buying cover from a direct marketer – perhaps by phone – must, Martin said, be given a general explanation of the principles of the relevant contract and any information that could reasonably be expected to enable that person to make an informed decision.

"Any particular requirements or restrictions relating to theft cover should be drawn to the attention of a prospective policyholder by the insurer but the onus remains on the policyholder to make sure they comply with the insurer's requirements and conditions. – Sapa

THAT'S WHEN UK DRIVERS WILL TAKE THE BUS

Petrol would have to cost the equivalent of R25/litre before many British car drivers would even consider hanging up their car keys in favour of public transport. Research by a major vehicle insurance company has shown that, although the UK's average per-litre petrol price is £1.15 (about R16.67), many Britons still find buses and trains anathema.

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Almost 20 percent questioned admitted they would be prepared to pay the equivalent of R30/litre to stay on the road - about three times the current price of petrol in South Africa. More than 75 percent of those surveyed confessed they now worried more than ever before about the fuel price but 47 percent, asked if they would consider public transport instead of their car, said "no way, no matter the price".

Mike Pickard, of Esure car insurance which sponsored the survey, said: "This shows motorists value their cars highly across the UK. They are used to the convenience and are clearly prepared to pay the price, however high, to stay on the road and keep their freedom."

People living in and around London were willing to pay the most for petrol - R26.50/litre - while those living in Scotland would buckle into public transport if the price hit R24.

USE OF AMATEUR RADIO IN A VEHICLE CLARIFIED

The article I published last month has elicited the following response to help clarify the matter. Thanks Geoff!

Hi Alan

Tks for the newsletter. Just an update (see below) on the section re mobile radios. This has been a topic on the SARL website for awhile and this is the response from the legal advisor to the SARL. It is very important to pass this on.

Cheers

Geoff Levey

ZS6GRL

Vice Chairman of West Rand Amateur Radio Club
GP 0717 - Professional 4X4 Overland & Tourist Guide
Honoury Officer - North West Parks and Tourism Board

Hi All,

I have now received expert legal advice from Louw Erasmus our Council Leagle Eagle and what we have mentioned before on this thread and the interpretation that I supplied you seems to be on the right track.

Some of the formatting has been lost with the message below. I am copying Louw's interpretation of the act with some additional information:

1. *The regulation is not applicable to land mobile transceivers in the frequency band 2 MHz up to 500 MHz (or in ham-speak 80m up to 70cm) if the transceiver is affixed to the vehicle or is part of the fixture in the vehicle.*
2. *Hand held transceivers being held in one or both hands or any other part of the body while driving a vehicle on a public road is not permitted.*
3. *Hand held transceivers may only be used on a public road while driving a vehicle, if*
 - a. *it is affixed to the vehicle or is part of the fixture in the vehicle and remains so affixed while being used or operated, or*
 - b. *is adapted or designed to be affixed to the person of the driver as headgear and is so used without holding it in one hand, or both hands, or any other part of the body.*
4. *Does your ham license permit you to operate while mobile? Yes Reg B 14 of the radio regulations.*



5. Can you use the hand held microphone of a transceiver while driving a vehicle on a public road? Yes if the transceiver operates in the frequency band 2MHz to 500 MHz and the transceiver is affixed to the vehicle or part of the fixture in the vehicle.
6. Can you operate a radio (whether hand held or not) if it is "fixed to the vehicle by a power supply cable or a coax cable"? No The transceiver should be affixed to the vehicle or be a fixture in the vehicle.[Affix – attach / fasten (Pocket Oxford Dictionary) JReg 308 A (3) (b)
7. What about an emergency situation where life and limb is at stake? If you use a transceiver contrary to the stipulations contained in regulation 308 A, and is charged with such contravention, your legal advisor will most probably plead the defense of necessity (noodtoestand). An act performed in circumstances of necessity or compulsion may be justified even though it inflicts harm on an innocent party or otherwise contravenes a rule of law, because it is done to avoid a greater harm. Necessity may justify an act which would otherwise be unlawful.

So there we go guys and gals. Happy QSO'ing while driving, but please do so safely. I will ask our webmaster if he would so kindly publish this section of the act on our web page for you to print and keep with you in your vehicle.

Also just remeber that if you are stopped by an official, do not become a "Mr know it all" you will be looking for trouble. Rather speak to the official, or ask to speak to his superior if he will not reason with you. If this fails, let them write you a ticket and then either proceed to defend yourself in court or speak to the public prosecutor / Clerk of the court and state your case to them. You do not want to be arrested for becoming agresive or un-cooperative.

Mark Zank - ZS6YES
RAE Manager

NEW OPERATOR ON THE BLOCK

Follow Me Through Africa is a South African tour operator, specializing in 4X4 Adventure and Golf Safaris. Many overland Safari companies rely predominantly on trucks and busses ~ our company make use of luxury 4X4 vehicles (4 seaters) where the client have the option / opportunity to drive and follow one of our professional team leaders through Africa. This not only gives you a greater sense of independence but also offers you all the benefits of group travel. We offer 4X4 Safaris to various countries like Mozambique, Namibia, Zambia and Botswana.

Simply nothing compares to the rush of emotions experienced on an African Safari ~ nothing matters but the magic of the moment. Starting our trips in South – Africa, Follow Me Through Africa encompass areas from rugged bush terrain to Natural Rain tree forests...open Savannas, beach and sand dunes to the oldest dessert in the world...The Namib.

On our Safaris clients will enjoy cuisine style meals under star studded skies. Our professional chef will prepare a delicious African buffet, combined with some of South Africa's best wines. Tents and campsites will be erected by staff members while clients can sit back and relax. Tents will be furnished with stretchers, clean, crisp linen and mosquito nets. Hot shower facilities will always be available. Each vehicle is fitted with air-conditioning, GPS systems, UHF vehicle radios and a small bar fridge stocked daily with snacks and ice cold beverages. Our aim is to make the clients' journey through Africa, as comfortable and memorable as possible!

Our staff members (paramedic, survival instructor, adventure specialist, chef, hospitality manager and team leader) are highly skilled and passionate about what they do. Our roots are in Africa



and we are people who appreciate being far away from car alarms, electricity and tarred roads. The highlight of our trips are for many the [humanitarian](#) work we are involved in. We will allow guests to get involved in these ventures, where we help rural communities in Africa, by donating books, mosquito nets, clothing and food supplies.

info@followmethroughafrica.com

pierre.andre@followmethroughafrica.com

Office +27729572942, +27795087445

THREE-MINUTE TEST TO SPOT SHOCK PROBLEMS

Specialist Monroe has introduced a new type of suspension tester in South Africa that focuses on shock-absorbers' level of performance. International research by Monroe showed that 95 percent of drivers whose vehicles had worn shocks were unaware of the problem - partly because existing testers lacked accuracy in that they tested the suspension as a whole rather than isolating the dampers' performance.

So, with European company Actia Muller Services, the Expert Suspension Tester was developed and, after exhaustive static and road tests, it went to market. The result: a three-minute test to analyse the response of shock absorbers around the resonance frequency – the most critical frequency in terms of road-holding.

Philip Lutz, Monroe SA's product manager, said: "This is the only suspension tester that can focus directly on shock-absorber performance and has become a very welcome diagnostic tool in the fitting market. "It won an Innovator's Award - a judgment made by 82 automotive journalists from 28 countries - at the Equip Auto Paris show."

Monroe is a founder member of the SA Road Safety Foundation and sponsors a 4x4 emergency vehicle at Van Reenen's Pass, between Johannesburg and Durban, through holiday periods. Its technical team does duty testing shock-absorbers and communicating their role in vehicle safety."

The company has embarked on a series of test days nationwide after a highly successful trial run in the Free State. Lutz explained: "About 150 cars were tested at motorists' request at one fitting centre. The fitting centre and its customers were particularly pleased to have readings of the percentage at which each shock was functioning and not just an 'OK' or 'Not OK'."

Look out for the special test stations and have your shock absorbers tested.

VISIT THE EZEMVELO RESERVE OUTSIDE OF PRETORIA

Ezemvelo lies beyond the eastern extremity of the Magaliesberg, near Bronkhorstspuit and east of Pretoria. It resorts to the Bankenveld of the Savanna biome. Here the Wilge River cuts through the 'rust pigmented' (haematite-coated) sandstone formations to form spectacular cliffs that represent relic remains of fossilized red sand dunes, an extension of the ancient desert landscape of the Magabeng Plateau, one of the oldest known.

The surprise element at stumbling upon the deep gorge is deepened since one approaches this dramatic landscape through wide, open, grassland country. Yet the openness of the grassland facilitates viewing and photography of the abundant game that utilise the nutritious grazing, including giraffe, zebra and eland, black and blue wildebeest, impala and springbuck, kudu and waterbuck, and the occasional rhino.

The broad grassland planes on Ezemvelo Reserve are interspersed with hills, and covered in plants of the Loskop Mountain Bushveld bio-region. To add further interest to the landscape, relic



pockets of Drakensberg plant communities survived in protected localities. With the proximity of perennial water in the Wilge river and the overlapping of the three vegetation types, namely Mountain Bushveld; grassland; and Drakensberg; the Reserve is habitat to a variety of wildlife.

The abundant dassies (hyrax) that live in rock crevices along the wooded valleys near the river attract predators such as black eagles and wild cats. Watercourses support dragonflies and damselflies, warblers and moorhen, hamerkop, black duck, purple galinule and even the secretive finfoot, while larks, pipits, quails, kestrels, korhaans and even bustards prefer the grassy planes. Identification: The upside is a brighter orange than Night drives provide opportunity to view owls and nightjars, rabbits, springhare, and perhaps even jackal, porcupine and the secretive aardwolf, while some visitors have even been fortunate enough to see one of the many leopard that have survived in this valley retreat.

The deep secluded valley, protected from cold and frost, has also served as a retreat to many different people, as is attested by the archaeological remains left in the natural shelter on the cliff high above the confluence of the Wilge River and the Zaalboom spruit. Junction shelter, as it has become known, is exceptional due to its landscape setting and in it being the only painted locality in this area. It is the most significant cultural feature in the entire region and the only rock painting site in Gauteng that is open to the public. Upon one's approach to the shelter one is surrounded by the sound of water flowing over the flat rocks, adding to the ambience of the place. Directly below, the Saalboomspruit meets the far wider, and much quieter Wilge River.

The water is clear and attractive and in a good year large pools develop near the junction. Course-grained sandstone boulders cover the valley sides and provide foothold for the roots of fine leaved shrubs that dress the valley walls down to the water's edge. The shelter had been used over millennia, from the time of the Middle Stone Age hunter-gatherer people who lived tens of thousands of years before the San (Bushmen). The fine grained microlitic tools of Late Stone Age people, and traces of San paintings have also survived here. More surprising, however, are the handprints and geometric designs associated with Khoe-khoe pastoralists who moved through the area. The white fingerpaintings of Sotho-Tswana people add further interest to the subject matter while graffiti, some in 19th century script, warrant further consideration.

There are many paintings of eland that, for the San, symbolised the ultimate animal of rain and well being. Might the Zebra represent female fertility as it does among Sotho-Tswana people of today? The secluded valleys and the shelter would, furthermore, have served as a refuge and relative safe haven from the onslaughts of Mzilikhazi who lived north of Pretoria and during the time of unrest that followed. It was only after the first pioneer trekkers moved into the area, and especially after their defeat of Mzilikazi, that the area was 'opened up' again. Yet it was an unequal settlement according to Livingstone who wrote that once the European pioneer farmers moved into the area they took possession of the strong fountains in the region. The farms now known as Elandsfontein and Sterkfontein, where the Ezemvelo Reserve is situated, would have been likewise settled.

(Livingstone also wrote that "local labour was exacted as an equivalent for being allowed to live on the land...") *The Magaliesberg* was an important focus area when the war entered its guerrilla phase from mid 1900, Diamond Hill, [about 30 km away] being where the British forces were defeated on 11 June 1900.

Yet many who had laid down their arms were recruited back in to Boer forces under General De La Rey who was given charge of the Western Transvaal and the Magaliesberg. The graves of women and children along the Saalboomspruit are witness to these events. Local oral history



maintains that a number of black and white women and children, who had escaped the concentration camps, took refuge in the Ezemvelo shelter at the confluence of the two rivers. It is, furthermore, maintained that Witbooi Tau, father of Malgas Tau, father of Moroti Tau of Ezemvelo, secretly provided for these refugees. It is also said that, after the war, a white horse was given to him as a token of appreciation and in recognition of his loyalty.

LEISURE WHEELS, AUGUST 2008

In search of the desert lions - Leisure Wheels has travelled all the way to Namibia to meet with Dr Philip Stander, the somewhat eccentric scientist who tracks the desert-adapted lions near the Skeleton Coast. Dr Flip, as he's called, tells of his close shaves and shares some fascinating facts on the kings of the Skeleton Coast. His faithful Hilux had now been replaced by a double-cab Land Cruiser, courtesy of the Land Cruiser Club of SA, to enable him to continue the good work.

Which is more economical -- a two-litre Toyota RAV4 diesel or VW's new 1.4 turbocharged and supercharged petrol Tiguan? Our intrepid team went in search of a little-known Natal brewery to find out.

In our motoring history section Leisure Wheels tells the story of an American couple decided to brave sea and land and go around the world -- in a amphibian vehicle named Half-Safe because it was, well, not safe at all...

Subaru's just-launched Forester is the subject of our road test, and in the Readers' Adventures section you can read about four couples' four countries adventure. Share your adventure, too, and win a prize.

Destinations include Swaziland's Ezulwini Valley, the Tugam 4x4 Trail in KwaZulu-Natal and the charming little Eastern Cape town of Rhodes, while we also focus on Namibia's Kaokoland in a photographic essay -- after the rains came.

There's new model news from around the world, and see what an enthusiast has done to a Land Rover Defender, now with 1120 kiloWatt! Regulars include camper news, two-wheel news, motoring myth busting, 4x4 fundis Andrew White and Francois Rossouw's columns, and Leisure Stuff showcases desirable new goodies on the shelf.

Leisure Wheels will be on sale until 15 September.

THE CANYON 4x4 EXPERIENCE

DATE: 24 September TO 28 September 2008

VENUE: Blyde River Canyon – Swadini Resort

ADVENTURE: The **Blyde River Canyon** is the third largest **canyon** system in the world and the largest vegetated **canyon** in the world and besides providing some spectacular views the area also sport some great 4x4 trails. These sights and five selected trails will be the objective of our September adventure. Making use of the public holiday on the 24th of September, we head for Swadini where we setup camp for the duration of our stay until the 28th. Our camp venue offers a restaurant catering for meals from breakfast to supper should we decide to skip the usual braai. The hot pool might be a big plus after a day of 4x4 trail driving since each morning we will set out in a different direction to enjoy the scenery and explore at least one trail per day. All of the trails on the table are rated for vehicles with Low Range. Where difficult sections exist it is possible to make use of escape/bypass routes. Experienced drivers will be on hand to assist and guide



where necessary. The object of the exercise is not to test vehicles or driver's bravery – it is about exploring the sights not within reach of average tourists in 2WD vehicles. Evenings will be spent around the campfires sharing experiences of the past day and expectations of the following trail to be taken on.

Day 1 Trails takes place on Thursday morning after breakfast. The first trail lies above the Strydom tunnel to the SW. and will ultimately lead us to Bourke's Luck Potholes in the afternoon. Most of us will be re-sharpening our neglected offroading skills on this trail in preparation for the next two days.

We will be returning to our base camp by way of a nearly forgotten route over the mountain as a special treat in the afternoon.

Day 2 Trails is something of a wild card. Our area of exploration is into the actual Blyde Canyon south of Mariepskop. The area is deeply forested and we will surely have our sense of adventure on high alert. An excursion up to the top of Mariepskop to witness the majestic views over the lowveld is also on the cards. Rating for the day's trail is within the capability of any 4x4 vehicle with Low Range.

Day 3 Trails is the big outing – A trip along rural tracks into the mountains north of the Strydom tunnel will bring us into the Legalametse Reserve to explore portions of The Downs, the Ivory Route and the Mafefe Trail. This is expected to be the highlight of the trails as can be seen from the pictures. Rating is once more within the capability of any vehicle with Low Range. Drivers will be able to make the trail as "mild or as wild" as their taste requires with various bypass options on the route.

We return to Pretoria on Sunday afternoon at a leisurely pace.

COST: R 2500 per vehicle (this includes your camping, entrance and trail fees). Entries close as soon as we reach the ten vehicle limit set for this adventure. Book your spot ASAP to avoid disappointment.

BOOKINGS:

Email – thunder1@vodamail.co.za / Hennie – 084 84 200 16 / Tinus – 083 56 0606 336
Herman – 072 489 8890 CENTURION@LASPORT.CO.ZA

SOUTH AFRICAN NEW VEHICLE SPECIFICATIONS: PASSENGER AND LIGHT COMMERCIALS

1. Response Group Trendline (RGT) has identified a need for a system that offers new vehicle pricing and specification data to the public, due to the ever-increasing number of new vehicle model derivatives launched in South Africa (see attachment document). RGT has a dedicated team of experts updating specifications data on a daily basis. Members of the public will now be able to obtain a variety of information from one of two sites, each offering a different perspective on the data from the other. The two sites are:

a. Autowizard (www.autowizard.co.za) offers a selection by City or Town and the system will display from model year 2000 onwards:

- The suggested retail price, assembly plant and up to 40 of the most popular specifications
- An external picture of the vehicle selected
- The rolling 12 months of new model sales volumes



- The population volumes of the vehicle selected
- The 3 most popular colours sold
- A list of dealerships that sold the vehicle in the area selected
- A link to the manufacturer's website
- The past 12 months of newspaper and magazine promotions on the vehicle selected
- Downloadable PDF report

b. Autospecs (www.autospecs.co.za) provides the opportunity to browse:

- From model year 2000 onwards and up to 4 competitive models
- The system will display more than 150 specifications
- The system will produce a comparison report on a spec for spec level
- The system will display ECE fuel labels
- Display a picture of the vehicles selected
- Display the current suggested retail price

2. It is with great pride that RGT launch these two websites, combined with a new, modern manner of gaining access to the system. Simply send an SMS to the number displayed on the respective websites, include the unique code shown on the relevant site (AWRGT or ASRGT), and the potential user will receive a password, sent in a return SMS.

Regards

Heinrich Coetzee - Training and Marketing Manager
Response Group Trendline

The leading Southern African provider of statistical information for the automotive industry - since 1978

Tel: 041 - 503 8817 / Tel: 041 - 503 8850

Email: hein@rgt.co.za

ANGLO-BOER WAR REMNANTS FOUND IN KRUGER PARK

Archaeologists have found the remnants of possible trenches from the Anglo-Boer War at a site in the Kruger National Park's Balule. Artefacts such as glass, beads and broken crockery have also been found. Archaeologist Anton van Vollenhoven of Archaetnos Archaeologists says it is the first time that archaeologists are working on the specific site. He says the site is reported to be one of those used by the Steinaecker's Horse mounted unit during the war.

Van Vollenhoven says the Steinaecker's Horse mounted unit fought on the side of the British during war. It was their duty to patrol the border area. He says they had to ensure that the Boers and the Portuguese do not have any contact as the Portuguese were sympathetic towards the Boers.

25 GOOD REASONS TO GARDEN WITH CLIVIAS

- All six species are indigenous to South Africa;
- Occur naturally in South Africa and two in Swaziland and no where else in the world;
- Grow in filtered sun and preferably, full shade;
- Grow where nothing else will establish;
- Require very little water;
- Require no extra fertilizer – derive nutrients from decaying leaves;
- Thrive on neglect, pH tolerant and do well in acidic soil;
- Will also respond to feeding and watering;



- Natural distribution threatened throughout RSA. Habitat plants are harvested by the “muti trade”;
 - Clivias have medicinal properties, - traditionally used for snake bite, fever, pain relief and aid and hasten childbirth;
 - According to Zulu folklore the plant is a bringer of good luck;
 - Landscapes with all six species will have spectacular flowers all year round;
 - Attract birds, butterflies and a host of other insects, squirrels, monkeys and porcupines
 - Spectacular array of flower colours – cream, yellow, pink, peach, salmon, apricot, orange, bronze and bright red;
 - Large umbels with up to 40 flowers per head;
 - Enormous diversity of tepal shapes and sizes among the flowers;
 - Plants range in size from miniatures to giants well over a meter high;
 - Immense variation in leaf size, width, length and shape;
 - Berries develop over 10 – 12 months and display beautiful colours and patterns ranging through green, yellow to deep purple;
 - Clivia are inexpensive compared to most exotics;
 - Clivias flower annually and offer immense pleasure for ± 35 years;
 - A single plant reproduces both by producing seeds or offshoots;
 - 100 seeds per plant are common and up to 200 seeds often encountered;
 - Ideal pot plants for indoor areas;
 - Produces brilliant scented and cut flowers.
- Hi Denise!

RESEARCH ON KNP CROC DEATHS CONTINUES

Kruger National Park scientists, researchers and veterinarian surgeons teamed up with crocodile experts and other ecologists from universities and other institutions in yet another attempt at trying to unravel the mystery of the crocodile deaths in the Olifants and Letaba rivers this week. Included in the team that conducted the post mortem and capture operations were crocodile capture expert Hannes Botha from Mpumalanga Parks and Tourism Agency, Dr Jan Myburgh from Onderstepoort, Prof Henk Bowman from North-West University and IUCN crocodile expert Dr Fritz Huchzermeyer.

“Although we learnt a lot during the operation, we have not yet found the exact cause of the pancreatitis that has caused the deaths of so many crocodiles in this river system,” said the KNP’s head of Scientific Services, Mr Danie Pienaar. The three day, three night operation not only saw post mortem operations on a number of crocodile carcasses found on the banks of the rivers concerned, but it also included the night capture of 11 live crocodiles. This is the first time that such a large scale night capture operation has taken place in the KNP.

“A new theory that is being investigated is that because the live crocodiles are preying on the carcasses, they are getting infected from eating affected fat and tissue and thus continue spreading the disease. In order to break this potential cycle, we have taken the decision to remove the carcasses from the water and burn all the carcasses we find,” Mr Pienaar added.

So far, 10 crocodile carcasses have been burnt, with four going up in smoke on Thursday July 31, 2008 and six carcasses burnt on Monday August 4, 2008. KNP Veterinary Surgeons from Veterinary Wildlife Services (VWS) also took the opportunity to do post mortems on three of these carcasses, before they were burnt.

But it was the live capture of crocodiles on the nights of Sunday to Tuesday (August 3 – 5, 2008) that was of considerable interest to all concerned. The operation was a first for the game capture



team of VWS and they were able to capture 11 specimens. Blood and tissue biopsy samples were taken from all these reptiles, before they were tagged with plastic markers and released back into the water.

“Although we didn’t manage to capture our goal of 30 crocodiles, the operation has given us an idea on the rate of infection at the confluence of the Olifants and Letaba Rivers specifically with 7 out of the 11 captured crocodiles showing affected fat on the biopsy sample. This high infection rate unfortunately also means that we can still expect a large number of crocodile deaths in the lower Olifants and Letaba rivers” Mr Pienaar added.

So far, the results of tests done on the water and crocodile tissue samples from laboratories both in South Africa and overseas have yet to give conclusive answers on the reasons why the crocodiles have been dying. Presently, KNP rangers and scientists have counted 130 crocodile carcasses, with more discovered during every survey flight, which are conducted weekly with a Bantam Ultralight Aircraft.

“However, we can rule out blue-green algae and we can also confirm that the water in the Olifants River is safe for drinking, which is certainly good news for tourists to the area, particularly those staying at Olifants Rest Camp and undertaking any of the activities in the area, including the Olifants Back Pack Trail and the Olifants Wilderness Trail,” concluded Mr Pienaar.

The river system of the Olifants and Letaba rivers, which includes the Olifants River Gorge, has the highest Nile Crocodile population densities in the entire KNP.

NAVIGATORS FOUR-WHEEL-DRIVE ADVENTURES

Visit our **new 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.

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 one of our guided self-drive tours to 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.

We recently returned home after successfully launching our new 19-night Zambia tour, accompanied by Jazz Kuschke of getaway Magazine, and ten magazine readers in their own vehicles. Jazz put up a regular ‘blog’ on the trip which can be viewed on the magazine website at <http://www.getaway.co.za/content/blog/headlines.asp> - just look for his blogs done the list of those recently submitted by their journalists.

Liuwa Plain “Wildebceest Migration” – 10 Nights (Kasane to Katima)

Tour Dates: 1 – 10 November 2008

Situated on the upper Zambezi floodplains of western Zambia, Liuwa Plain is a pristine and remote area covering 3,660km² of grassland and wooded ‘tree islands’, where annual flooding adds to its rich biodiversity. Our focus here is on the Luiwa’s annual wildebeest migration, the second largest in Africa, which usually occurs towards the start of the rains. Zebra, tsessebe, red



lechwe, eland and oribi, and predators such as African wildcat, jackal, hyena, cheetah, wild dog, leopard and lion may be seen. With over 300 bird species Luiwa is also a paradise for keen birdwatchers. This tour will appeal to adventurous and self sufficient travellers who enjoy the journey as much as the destination. (Maximum 6 vehicles.)

(March 2008)

Hit the Trail ... / ... continues

MONROE UPDATE

Monroe's research and engineering team has developed the best shock absorbers for 4 x 4 vehicles, perfectly adapted to the off road drivers' needs. The innovative design of these special shock absorber offers the freedom of driving a 4 x 4 wherever you want to ...

Rancho's testimonial reads:

'Superior time-tested nine-position adjustability, combined with an optional additional gas-charged remote oil reservoir is the ultimate formula for on and off-road performance. The driver is able to tune the damping performance manually or remotely from inside the cab to match a vast range of performance situations - taking adjustable damping to the next level.'

The benefits at a glance:

- Better handling
- Set your ride for comfort or racing
- Quick reacting
- Smooth performance
- Extra Strong and durable
- Longer life
- Reduced fade

Caption: *Rancho's all new RS9000X Pro-Series - These on-the-fly adjustable shocks use the latest technology to cope with serious off-road terrain.*

Monroe Adventure

Monroe Adventure is a premium high-pressure heavy-duty, mainly mono-tube 4x4 shock is the ultimate for the connoisseur's SUV.

Adventure benefits at a glance:

- Better handling
- Instantaneous reacting
- Cooler running
- Smooth performance
- Strong and durable
- Reduced fade

Monroe Gas-Magnum offers an advanced off-road heavy-duty twin-tube gas design, to upgrade standard bakkie suspensions at highly competitive price.

Gas Magnum benefits at a glance:

- Good stone damage protection



- More control and better handling in all circumstances
- Larger cooling surface guarantees consistent performance
- Strong and durable, gas cushion for instantaneous response
- Reduced fade in tough conditions
- Great value for money

For more information about Rancho suspensions, shocks and other components, visit www.goranchocom.com or contact Tenneco South Africa on 011 574 5603, go to www.monroe.co.za or email Philip.lutz@taeu.com.

WORK OUT YOUR PERSONAL CARBON FOOTPRINT

Want to work out your carbon footprint and plan how to reduce it?? Go here....

<http://www.carbonfootprint.com/calculator.aspx>

<http://www.nature.org/initiatives/climatechange/calculator/>

<http://actonco2.direct.gov.uk/index.html>

Very interesting indeed!

NISSAN X-TRAIL GOES DIESEL

Nissan has added a diesel engine to its 2008 X-Trail line-up with five derivatives offering a choice of two or all-wheel drive, six-speed manual or semi-auto transmissions and various trim levels. But it's the engine that's new, a two-litre, turbocharged, quad-valve, four-cylinder with common-rail fuel-injection for which Nissan quotes 110kW at 4000rpm and 320Nm at 2000rpm.

It's the same impressively quiet and smooth engine as that in the recently launched Qashqai diesel. Fuel consumption in the X-Trail is quoted at 6.9 litres/100km on manual, two-wheel drive models, 7.2/100km for manual 4x4 variants and 8.1/100km for 4x4 semi-autos.

Air-conditioning and power windows are standard across the range and Bluetooth cellphone connectivity is available on higher-trim models. The base XE trim will be available in two-wheel drive and the 4x4 models will be available in either SE (mid-level) or LE (fully loaded) specification.

The current X-Trail was introduced in April 2008 with soft-touch plastics throughout the cabin, grained and flocked surfaces in contrasting shades and instrument surround in silver or titanium depending on the model.

There's a large fascia-top storage box deep enough to hold 10 CD's, a 15.7-litre glove box and six cup holders, four of which can be chilled or heated. The boot will take 603 litres of luggage with the rear seats in place; it has a double deck with a sliding drawer hidden under the floor.

The 4x4 variants have Nissan's All Mode electronic all-wheel drive system that allows the driver to select from three modes (2WD, AUTO or LOCK) using a rotary knob on the centre console. LE models have an updated, "intelligent" version called All Mode 4x4-i with an electronic stability programme that includes hill-hold and descent control.

The descent control is activated by a switch on the fascia when the transmission is in "LOCK" mode and limits the vehicles speed to six km/h using the anti-lock brakes. Like the hill-hold feature, it also works in reverse.

Safety equipment includes anti-lock brakes with emergency pressure assistance, electronic brake



pressure distribution (and traction control on LE models). Front, side and curtain crash bags are provided, as are active head restraints.

Prices

XE 4x2 - R279 990

SE 4x4 - R343 990

SE 4x4 a/t - R359 990

LE 4x4-i - R372 990

LE 4x4-i a/t - R388 990

The Nissan X-Trail comes with a three-year or 100 000km warranty and a three-year or 90 000km service plan. Service intervals 15 000km.

COMMERCIAL VEHICLE MARKET JOINS CAR MARKET WITH SHARP DECLINE

The South African new vehicle market is continuing to battle a downward trend in sales. The total vehicle market recorded 46 648 sales in July, which represented a significant 20.7% decline when compared to the same month last year. This is according to the latest sales data released by the National Association of Automobile Manufacturers (Naamsa) and Associated Motor Holdings (AMH).

According to Brand Pretorius, chairman of McCarthy Motor Holdings, the thus far fairly resilient commercial vehicle segment is also now suffering from a substantial softening in demand. Compared to July 2007's sales, light commercial sales last month declined by 24.7% and medium commercial sales by 24.4% (AMH included). On a year-to-date basis LCV sales are down 12.4%, and MCV sales 7.7%.

"The decline in business and consumer confidence as well as the slowdown in economic growth, are now having a significantly negative impact on the light and medium commercial segments of the market," said Pretorius. "The sharply lower sales over the last quarter provide conclusive evidence that both private and fleet customers have now become very cautious as far as vehicle replacements are concerned."

Sales of new passenger vehicles in July were down 20.1% on sales recorded during the same month last year, marking the sixteenth consecutive month-on-month decline in car sales. A total of 29 454 passenger cars were retailed during July.

Pretorius said that considering that sales in July 2007 were abnormally low as a result of banks and dealers still experiencing teething problems following the introduction of the National Credit Act in June that year, the further decline on such a low base is concerning.

"In addition, new vehicle sales are currently artificially stimulated by some of the most aggressive marketing and sales campaigns in recent history. It is a fact that spontaneous demand for new vehicles is considerably lower than what the declared sales figures are reflecting," noted Pretorius.

Looking to the year ahead, Pretorius is of the opinion that these tough market conditions are likely to prevail over the medium term. "This will in all probability result in a year-on-year decline of at least 20% in total vehicle sales for calendar year 2008. Subsequently, this would translate into sales of 540 000 units (AMH included), which would be 24% down on the sales of 714 324 units recorded in 2006," concluded Pretorius.

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STRAIGHT SLAUGHTER....

Wildlife traffickers are laundering hunting permits to smuggle rhinoceros horns to the Far East for use in medicinal potions.

Conservationists say the illicit trade is linked to organised criminal syndicates and has seen hundreds of horns smuggled out of South Africa in recent years. It has caused an increase in rhino-poaching incidents, leading to renewed concerns about the survival of the species.

The racket involves private game farms, mostly in Limpopo and North West, which buy rhinos on auction, usually from national or provincial parks. They get hunting permits from provincial conservation authorities, who do not check whether the hunts actually occur. Often there is no hunt and the permits are used to launder illegally obtained horn. In other instances the hunt serves as a smokescreen, used to send horn overseas that would otherwise be banned in terms of an international agreement under the Convention for International Trade in Endangered Species (Cites).

"This skullduggery is the new way to make a quick buck in the wildlife industry. It's straight bloody slaughter for rhino horn, with no ethics involved," said a veteran rhino expert who asked not to be identified. Hunters involved in "canned" lion hunting, who were feeling the heat because of a recent government clampdown, openly admitted they had turned to the rhino ruse, he said.

African rhino horn sells for about R100 000 a kilogram on the black market in countries such as China, South Korea, Taiwan and Thailand, where it is ground into powders used to treat fever, flu and convulsions. The average horn weighs about 6kg or 7kg.

Michael Knight, chairperson of the Rhino Management Group, which represents conservation agencies, private owners and provincial agencies, said illegal traders are exploiting a gap in the permit system. About 3 000 white rhino are being kept on private land in South Africa, he said. "Conservation organisations are under pressure and don't always have the ability to monitor what's happening on private farms or to prevent poaching."

The smugglers do not distinguish between white rhino, which are listed as threatened, and black rhino, listed as critically endangered, Knight said.

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At a meeting of the International Union for Conservation of Nature Species Survival Commission in Tanzania in June, concerns were raised about the number of live rhino being exported from South Africa to China. About 100 white and eight black rhino were reportedly exported in the past year, supposedly for educational purposes at zoos. "It appears China will start farming rhino soon, which will serve to increase the demand for horn," Knight said.

At least 40 000 rhino were poached for their horns between 1970 and 1987 and the species hovered on the brink of extinction, leading to the international ban on trade in horn. Populations have since stabilised -- there are about 13 500 white rhino and 1 300 black rhino in South Africa now -- but they are still listed as protected species by Cites.

The Department of Environmental Affairs and Tourism was to announce a national moratorium on trade in individual rhino horns and hunting trophies last Friday because of concerns about the new illicit trade. According to the department's figures, 205 rhino hunting permits were issued in 2006, but it could not say how many of these were used. More recent figures were not available.

During his budget vote speech in June, Minister Marthinus van Schalkwyk mentioned there had been "a dramatic increase in the illegal trade of rhino horn and in the hunting of white rhinos in the past two years". "This indiscriminate illegal trade in rhino is directly linked to organised crime and the fact that approximately 27 white rhino were poached in the Kruger National Park during the past two years, as well as a definite increase in incidents in other parts of the country," Van Schalkwyk said.

Provincial authorities have undertaken to implement the moratorium until a policy or revised regulations are in place to stem the scam.

FIAT PANDA – NEW OFFERING (BUT NOT FOR SA!)

A new version of Fiat's Panda has just gone on sale in Europe with a combination, the Italian company says, of serious 4x4 potential and city-car know-how. The little 4x4 wagon - it was launched in SA in 2005 - is powered by Fiat's 1.3-litre, quad-valve MultiJet turbodiesel engine that's capable of 52kW and 145Nm – the latter from 1500rpm.

Fuel consumption is listed by Fiat as 5.2 litres/100km and this Panda claims to be the most inexpensive new diesel 4x4 available in the UK. The car has new circular light clusters front and rear, chunky side protection strips, roof-bars, 15" alloy rims and new bumpers and two-tone cabin trim.

The permanent all-wheel drive uses a viscous coupling and an electronic differential lock for what Fiat describes as "ensures extraordinary off-road performance in low-grip situations". Elena Bernardelli, marketing director of Fiat UK, said: "The special style treatment we've given the Panda Cross sets it aside from its rivals but this is not just a fantastic-looking car - it's also highly versatile and great fun to drive."

The car's standard equipment list includes aircon, radio and MP3-compatible CD player with steering-wheel audio controls and electrically power-assisted steering. Sadly, this little cutie won't be coming to SA - Fiat says the diesel engine would make the car "prohibitively expensive".

R11m BEIJING PUBLICITY WASTE SHOULD RATHER HAVE BEEN SPENT ON ATHLETES

The Independent Democrats (ID) on Sunday slammed the "completely unnecessary wastage" of R11-million on a publicity project to showcase South Africa at the Beijing Olympics. "We need to



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take a serious look at the kind of wasteful expenditure that has gone on around the Olympic Games," said ID spokesperson Lance Greyling.

"Now Makhenkesi Stofile, the minister of sport, seems to have wasted R11m of taxpayers' money on a publicity expo for SA." According to reports, the R11-million government project staged in a plush hotel hasn't been doing well. On Saturday, officials from the department of sport were reportedly "scurrying" to rescue publicity drive, amid the dismal performance of South Africa's Olympic team, who had not won a single medal. Athletes and administrators reportedly blamed it on the lack of resources, saying the money could have been used to fund the "neglected" olympic team.

"The organisation of the expo has been a shambles (sic). (We) urge the portfolio committee on sport to summon the department to explain why so much money has been squandered on an opportunity to market our country," said Greyling. He said it was important to entrench accountability so as to avoid "these kinds of incidents" also happening at the World Cup.

SUV'S UNSAFE REPUTATION UNDESERVED, SAYS RESEARCH

Academics have investigated thousands of injury crashes to try to answer that often debated motoring question of whether sport utility vehicles (SUVs) are safe or not. "Previous research has shown some clear negatives about SUVs in terms of safety, but they are not as unsafe as many people make out," said public health researcher Michael Keall.

The University of Otago Wellington academic and researchers from Melbourne's Monash University Accident Research Centre investigated 17,245 injury-related crashes involving passenger vehicles in New Zealand in 2005 and 2006 and published the results in the international journal Accident Analysis and Prevention. They found that SUVs are not generally dangerous, possibly because of the way they are driven, and the people who own them.

But their safety record is compromised by three factors. "The first factor is that they are dangerous in the hands of young drivers, probably because of their inexperience as drivers and the instability of 4WDs," Dr Keall said. They are more prone to rollover crashes, which lead to particularly severe injuries for drivers and passengers.

Thirdly, they are more dangerous to pedestrians, cyclists and motorcyclists and others who are harmed by the high bonnets and rigid structures. "This means that if you are looking for a really safe vehicle for you and other road users, you wouldn't generally choose a SUV as it is not the best vehicle on the road in terms of overall road safety."

But SUVs are less involved in accidents because of how they are driven and how they are used. Sports cars have the worst safety record of all vehicles probably because drivers tend to take additional risk when provided with high levels of performance and acceleration.

The research was funded by Land Transport New Zealand, the New Zealand Automobile Association, Road Traffic Authority of NSW, Royal Automobile Club of Victoria Ltd, NRMA Ltd, VicRoads, Royal Automobile Club of Western Australia Ltd, Transport Accident Commission, the Road Safety Council of Western Australia and by a grant from the Australian Transport Safety Bureau.

- NZPA

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MOZ RED ALERT – KNP ANIMALS ESCAPE

AUTHORITIES from the Moamba District in Mozambique issued a 'red alert' on Monday after escaped wild animals from the neighbouring Kruger National Park were spotted in the area. Over 50 metres of the park's fence along the Mozambique border has been damaged, both from cross-border smuggling and from animals. Animals spotted in the area include lions and elephants and people are warned to be cautious, to keep in mind that these are wild animals and to keep their distance.

VISIT THE CABO DELGADO IN MOZAMBIQUE

Cabo Delgado is a unique place much of which has yet to be discovered. The people who live there, primarily Makua, Yao and Makonde are certainly known for their fierce sense of independence; this province was the last area the Portuguese colonialists were able to gain control of and the first to rebel. Today's Cabo Delgado is 77,867 sq.km. on each of which an average of 16 people live. It's not exactly overpopulated.

For the traveler, Cabo Delgado offers once in a lifetime bush and beach opportunities, and not only for the very wealthy. Pemba, it's capital, home to 50,000, and Mozambique's northern-most city, is so unspoiled that it has recently applied to join UNESCO's exclusive list of the most beautiful bays of the world. It's top accommodation is the Pemba Beach Hotel, home to Kaskazini Tourism. The many links in this MT to information on the Kaskazini site are a result of their function as official tourist information center for northern Mozambique. While in Pemba, don't miss the exotic street market, with a flair very different to those of cities further south. Wimbe Beach, just outside of Pemba offers some of the best snorkelling in Africa and at low tide you can walk to the reef.

There is accommodation on all levels, from the luxurious Londo Lodge to Russel's Place, and you will find a good selection of restaurants. It is the happening place to be, except from November to March, which is the monsoon season. Whale watching starts now, in August, and goes through October. Diving is best from June through August. Cabo Delgado's jewel is the Quirimbas National Park. It spans 110 kilometers of coast and encompasses 11 islands. It was created in 2002 by the request of local communities and includes a vast expanse of mainland forest, as well as its marine aspect.

The forests are still home to many African species of mammals (details). This is where the bush and beach vacation becomes a reality. The islands have become home to several very upscale luxury resorts, as well as at least one guest house on Ibo, Cinco Portas, for the more budget minded. You will find loads of information on the Kaskazini web site. Community Based Tourism is also an increasing industry in Cabo Delgado. Correspondence with Rebecca Phillips Marques, tourism official for Parque Nacional das Quirimbas, states that, whereas CBT is being developed in several ways in the park, the most successful program so far has been the home-stay program on Ibo Island with the CBT association N'Lamba. Three houses currently participate in the program, where Ibo Island community members host tourists for a night. Guided activities for tourists are in the planning stages. Contact Ibraimo Assane on Ibo for bookings. Tel: +258 825 511919.

I'm running out of space here and won't be able to describe the "ghost town" of Ibo and the incredible dhow journey from the mainland to the island. There are several ways to get to Ibo, one of them via a traditional dhow from Tandhanhangue outside of Quissanga, which is approx. 116 kms away from Pemba. This option is only open to you if you are really adventurous, and you have to like riding chapas or have your own car to get to the coast. Once you find the dhow stop,



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under a baobab tree, the adventurous and possibly wet dhow journey of 1-6 hours (depending on the tides) begins. Or you can just fly from Pemba!

Written by C. v.Chamier from Mozambique Traveler

INTRODUCTION TO PSS DISTRIBUTORS

PSS Distributors has been in existence since May 1994. We offer clients an unparalleled service with over 50 years combined experience and with more than 40 000 units in the market to date. Since then we have set up Sales, Service, Rental and Manufacturing divisions throughout Southern Africa to offer our customers an entire, reliable power solutions. We are so confident in our product that we insure our customers load against power problems.

PSS stocks UPS's from 600VA to 120KVA in-house. Bigger units are available on order.

PSS Distributors are suppliers of the following:

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Power Supplies

Inverters

Automatic Voltage Stabilizers

Surge Protection

Constant voltage Transformers

We have branches and agents across South Africa to suite your power requirement needs

Justin van Malsen

Pretoria Sales Executive

Tel: 012 342 0436 / Fax: 012 342 4173 / Cell: 083 631 0805

E-mail: justin@powersystems.co.za

Web: www.powersystems.co.za

VEHICLE SALES IN JULY

Total Vehicles by Manufacturer for Jul 2008

	RSA	EXPORT
TOYOTA	11,576	13,797
VOLKSWAGEN	6,329	2,995
GMSA	5,799	605
FMC	4,511	1,515
MERCEDES-BENZ SA	3,465	4,325
NISSAN	2,984	715
BMW GROUP	1,572	4,205
HONDA	1,016	0
TATA	783	0
NISSAN DIESEL	486	25
FIAT GROUP	430	0
JAGUAR LAND ROVER	424	0
CHERY SA	401	0
SUZUKI AUTO	391	0
CHRYSLER SA	376	23
RENAULT	257	0
PEUGEOT	253	0
MAN	246	2
CHANA	214	0
MAHINDRA	134	0
SUBARU	133	0
NAVISTAR INTERNATIONAL	114	0
GONOW	112	0
IVECO	107	2
SCANIA	100	60
MCCARTHY	90	0
VOLVO TRUCKS	66	0
PORSCHE	33	0
SUPER GROUP	12	0
DAF TRUCKS	8	0
MASERATI	8	0
FERRARI	6	0
LAMBORGHINI	2	0
SUB TOTAL	42,438	28,269
AMH	4,210	
INDUSTRY TOTAL	46,648	28,269

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LATES KARIBA SHOWER UNIT

During June 2008 our **Kariba K1 Combo** and the all new K1C-Burner was launched. These new models have been received very well by the public in general and sales have started showing a very promising trend toward future demand. This in spite of the down turn in our economy and the challenges we are experiencing having to market our tried and tested brand of quality products against the onslaughts of inferior imported products on offer at cheap prices in our market place. However, we are well advised by the professional who carry out the testing of new gadgets, and are told that we have nothing to fear, as the "cheapies" do not deliver the job they are supposed to, and needless to add, the old rule applies here. **"Goedkoop is duurkoop"**. Our only concern is for the end user, as they are the ones who suffer the frustrating experience, and unfortunately these cheap products do spoil the market for the manufacturers and their loyal retailers. In the medium to long term, consensus will prevail, and quality products will rule.

The good news is that we have completed the conversions of our original K2 Cooker Geyser, and have incorporated the development of our new eco friendly K1C-Burner to be fixed into it. This new model is to be known as the **Kariba K2 Combo**, and we are very pleased to advise that the complete package has turned out to be a very desirable product, not only for 4x4 adventures or general camping, but for use in Caravans and Mobile Homes. As an added feature, these appliances are put to good use at home during power outages. Simply connect the gas hose to the cylinder, turn on the water and ignite the burner. You can boil water in an instant for tea or coffee, cook food, shower, bath or wash up dishes, all at the drop of a hat. **How cool is that!**

In order for Kariba Products to conform to the regulation governing global warming and the emission controls being legislated to create "Green" products, our design team have developed our all new LP Gas **K1C Stainless Steel Burner**. This development is a South African first, and which has produced some remarkable results which include high power output, super efficiency and eco properties featuring a low rate of less than 100 particles of carbon emission per million. (Imported burners from Asia omit between 500 & 600 particles of carbon per million, whilst the maximum allowable rate is 250 particles per million).

All **Kariba Combo** appliances are unique, and a world's first mobile LP Gas appliance to feature a combined hot water and cooker facility. Kariba appliances are **100% locally manufactured in South Africa**, and the business provides approximate fifty jobs for workers involved in the total process of production.

Kariba Combo models are packaged into a 42 litre strong container which doubles up as a water well when used in conjunction with the 12V submersible pump. The total package is eco friendly, extremely light in weight, safe for use by all, and super powerful to produce plenty of hot water continuously, economically and most efficiently.

OTHER FEATURES:

Kariba K2 Combo is manufactured with electro galvanised steel and powder coated. Similar to the K1 Combo, this model feature the stainless steel K1C-Burner and combustion chamber. Turbo shower pump kits are supplied as standard equipment with all Combo models which include a long reach re-chargeable butane gas lighter, all of which items mentioned are tested, quality audited and QC approved. The complete appliance including a set of operating instructions, hints and advice are packed into a 42 litre strong container and sealed.



Efficiency: The Kariba Combo is super powerful and efficient. A full No.7 (3kg.) gas cylinder can last a camping family comprising four members, approximately 20 days if used for showering only. This equates to a current LP Gas cost of R0.68c per 10 minute camp shower. Similarly, it would cost R1-36 using a mains water tap at home during power outages. (In comparison, your home electric geyser shower costs you approximately R3.30 for the same amount of hot water, which includes the Eskom 27% increase to be effected in July 2008). With the 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.

GENERAL: The Kariba Combo performance outstrips the performance and features of any similar make or model of mobile hot water systems available worldwide.

"Your camp mate & alternative power to Eskom at home"

NEWS FROM THE BERG

DRAKENSBERG GEOLOGY

Think of our world as a ball of super heated molten magma on which floats a solid crust or mantle which is divided into a mosaic of irregular pieces called tectonic plates. These plates move because of gravity and momentum, grinding against each other creating enormous heat and pressure. This movement takes place incredibly slowly over an inconceivable length of time. As these plates push together, material is forced upward to form mountain ranges like the Himalayas. Plates brushing against each other form areas of great instability, characterised by volcanoes and earthquakes. In some instances one plate is forced below another and material melted into the molten core. This is the basis of our world's geology which is then sculptured by temperature, wind and water.

Before time began, the uplifted tectonic plates formed one huge landmass we call the super continent of Gondwanaland. The lower lying plates were covered in a huge primal ocean. Through movement of the solid crust and individual tectonic plates, this super continent gradually broke apart and individual sections moved or drifted away from each other to eventually become the continents that we know today.

This evidence of tectonic movement can be seen all over our continent of Africa, the most obvious being the Great Rift Valley that stretches from the Sudan down into Southern Malawi. Our beautiful province of KwaZulu-Natal is dominated by the Drakensberg which stretches 250 kilometres along its western boundary. The `Berg', as we affectionately know it, with grassy slopes dotted with proteas, deep valleys and gorges with dark splashes of forest. These crouch beneath stark vertical sandstone cliffs and the towering ramparts of the `High Berg' stretching into the sky above them. These landscapes are very much a result of this tectonic convulsion.

The Drakensberg Mountains, meaning "Dragon's Mountain" in Afrikaans and called uKhahlamba, "barrier of spears" in isiZulu, are the highest mountains in Southern Africa, rising up at Thabana Ntlenyana to 3,482 m (11,422 ft) in height. Geologically, the Drakensberg is a remnant of the original African plateau. The mountains are capped by a layer of basalt up to 1,500 m thick, with sandstone lower down, resulting in a combination of steep-sided blocks and pinnacles. The sandstone layer was deposited as the remnants of a gigantic sea that occupied much of what is now Southern Africa some 500 Million years ago.



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The Basaltic layer which overlies this was deposited about 220 Million years ago in what many geologists think was the largest volcanic eruption in the history of the world. This was linked with the splitting of the tectonic plates of Africa and South America. Molten magma poured out through cracks and fissures in the ground covering the thick sediment of the ancient Karoo basin to a depth of more than 1500 metres. The pressure caused by the weight and heat of this deposit turned the underlying sediment into the sandstone that we see as Cave Sandstone in the Drakensberg. In these mountains we often find fossilised sea shells and wonder how they could be here when we are so far above the sea.

In Giant's Castle there are footprints of a dinosaur on the roof of a cave. These footprints were left in the silt of the ancient sea and fixed for all time by these geological forces. The material in the fissures and cracks crystallized into dolerite dykes and sills which are a feature of our KwaZulu-Natal landscape. Moist easterly winds off the Indian Ocean precipitated heavy rains against the sheer escarpment of the African plateau and this gushing water cut into the enormous plateau, producing an extraordinary and almost unique landscape. The Drakensberg is one of only two mountain ranges (along with the Simian Mountains of Ethiopia) to have been formed in this geological way, which accounts for its extraordinarily distinctive formations and colours.

The landscape is dominated by extremely steep cliffs, some of them amongst the most impressive cliff faces on earth, such as the Amphitheatre in Royal Natal National Park. Caves and overhangs are frequent in the more easily eroded sandstone, and it is here where the 'First People', the San Bushmen, lived and where they recorded their view of life in the many rock paintings found throughout these mountains.

MAZDA'S GIANT FLAGSHIP 4X4 FOR SA?

Mazda is considering releasing its world flagship, the giant 3.7-litre CX-9 SUV, in South Africa. It's the biggest vehicle in the company's line-up at slightly more than five metres long, 1.9 wide and 1.7 high but Mazda is the Zoom-Zoom company so the CX-9 looks more like a very big sports car than an off-roader with its very raked windscreen, wrap-around headlights and rising belt line.

The tail treatment is dominated by a big bumper, a roof spoiler and two trapezoidal tail pipes and the profile is all about 10-spoked, 20" alloy rims. The CX-9 has Mazda's most powerful engine, a 3.7-litre V6 with sequential valve timing and electronic throttle, producing a claimed 204kW at 6250rpm and 366Nm at 4250.

It drives through a six-speed auto transmission with manual shift mode in which the top two gears are overdrive ratios for relaxed, economical open-road cruising and what Mazda calls "active torque split" all-wheel drive.

It's based on the system used on the Mazda CX-7 and monitors engine speed and throttle position, individual wheel speeds (through the anti-lock braking sensors) and the dynamic stability control system to distribute torque between front and rear axles as required.

The system can vary from 100 percent front-wheel drive to 50:50 front-rear split. It has Macpherson-strut front and multi-link rear suspension and hydraulic power steering, assisted by a full suite of electronic driver aids including anti-lock brakes with emergency assist and electronic brake pressure distribution, roll stability control and a dynamic stability system.

The cabin provides spacious seating for six in three rows with (optional) leather trim, indirect lighting, chromed and "wood-like" trim accents and a high-tech instrument cluster with black-faced dials.



The steering column adjusts for reach and height, the shift lever is high at the front of the centre console for easy operation in automatic or manual mode and both front seats have power adjustment.

The second and third rows of seats can be folded individually into the floor to create a flat floor in a load volume that can expand from 267 litres with six seats in place to 1911 with two. The three-zone aircon has individual controls for the driver, front passenger and rear passengers and a 10-speaker Bose audio system is standard. The centre console has a jack for an MP3 player and a 12V plug for charging laptops, cellphones, etc.

Passive safety is provided by three-point seat belts on all seats with pre-tensioners and load limiters on the front row, a collapsible brake pedal and front, side and three-row curtain crash bags – which earned it a five-star crash-test rating and a four-star rollover resistance rating from the US government's National Highway Traffic Safety Administration.

OUTDOOR AND CONSERVATION WEBSITE

I have an outdoor activities and conservation based website promoting the various types of activities that are available and whom to contact, as well as information on the various clubs, etc. Although it is still very much a work in progress, I would like to start a newsletter promoting a specific type of activity for that month, any specials that are available, information on conservation, etc.

I would like to send this information out on the 25th August and would like to know whether you have any articles or specials or a particular activity/tour/training course happening, or trail report that you would like to submit. You will be credited with all articles submitted with a link to your website.

If you are interested, please contact me, hopefully with an article, special, trail report and anything that our fellow man (or woman) would find interesting as soon as possible. For those of you who would like to subscribe to future newsletters, please [click here](#)

Go well – Aileen - <http://www.outdooradventures.co.za>

THE GLENDOWER VENDA 4X4 BIRDING TRIP (20TH TO THE 24 SEPTEMBER 2008)

Aim

The aim of the expedition is to explore the remote areas of Venda and record and atlas the birds found there. Very little of this area has been birded and yet much of the vegetation is still in a pristine condition. Thus there is great potential for some interesting sightings both in term of presence of species as well as distribution of species.

Birding

We will be traversing through different vegetation types. Time will be spent birding in Afro-temperate forests, Soutpansberg Arid Mountain Bushveld, Lowland riverine Forest, Mixed Bushveld, Brachystegia Woodland and high lying Afromountain Grasslands.

Birds that we hope to pick up in these areas are ***African Broadbill, White-breasted Cuckooshrike, Mountain Wagtail, Crowned Hornbill, Blue-spotted Dove, and Pink-throated Twinspot.*** A rarer species that has been recorded here in the past is ***Red-throated Twinspot.***



Conditions

Most of the travelling will be done on gravel roads. In wet weather these roads get very muddy and slippery. At certain places along the route we will be driving on rocky, steep terrain, such as over mountain passes. Parts of the route follow infrequently used tracks. The route itself will not be managed in a two wheel drive vehicle and thus 4x4 is obligatory. Only six vehicles will be allowed on this trip.

Cost

The trip will cost **R820** per person. All funds collected will be used for the running of the Greater Limpopo Birding Route. Each person must come completely self sufficient with water, food etc.

Meeting Place

We are convening at Kurisa Moya Nature Lodge at 13H00 on the 20th September 2008 and will leave in convoy from there to Golwe Community Campsite about two hours drive away.

Directions: Directions from Johannesburg / Pretoria to Kurisa Moya

- Follow the N1 from Johannesburg to Pretoria.
- Stay on the N1 and follow the signs to Polokwane / Pietersburg
- Just before Polokwane, take the Tzaneen R71 off-ramp.
- Go through a traffic light, a 4-way stop and at the next traffic light, turn **right** to TZANEEN / UNIVERSITY OF LIMPOPO
- about 19,5 km out of Polokwane, just before the traffic lights, take the slipway to the left to the UNIVERSITY OF LIMPOPO.
- A new Sasol garage is on the right hand side at these traffic lights.
- Follow this road for another 26 km until it becomes a dirt road. (You will pass Mankweng hospital and town as well as the University of Limpopo and then pass through various villages) Watch out for cows and goats on this last stretch of road. 500m after the road becomes dirt, you will see Kurisa Moya's sign on the left hand side of the road. Turn right here and enter Kurisa Moya's property.
- Follow the signs to the farmhouse and then park in the parking bay at the Farmhouse or at the guest parking above reception. Please go slowly and carefully on the internal roads as they are bumpy due to rain run-offs.

Meals

Dinner on the first and second nights is included as well as dinner and breakfast on the last day. For all other meals you are responsible for yourself. During the day we will stop for lunch and breakfast while on the move. There is clean drinkable water at all the campsites, so take along water bottles for during the day.

What to bring

You are expected to be completely self-sufficient. Thus bring along your own tents, sleeping paraphernalia, cooking equipment, water bottles, food for all your meals except the two dinners (i.e. first and last night). All your vehicle needs, walking clothes and shoes. Binoculars, field guides etc.



Itinerary

20th September 2008

Meet Kurisa Moya to depart for Golwe at 13h00. At Golwe we will bird around the campsite and do the Waterfall Walk. Dinner supplied.

Golwe Camping Site

The local community has established a picnic site at Golwe for local people and tourists. The SLBR managed to secure funding from the Jensen Charity Foundation to upgrade the picnic site to a campsite with an ablution facility. At the heart of the site is a natural spring of water that has never dried up in living memory and thus the communities have protected it. The area has large riverine trees in the picnic site and the surrounding mountains are covered in pristine examples of Soutpansberg Arid Mountain Bushveld. We will be spending the afternoon birding here and walking up into the mountains. In the previous expedition to the area we found **African Broadbill** in the campsite.

At Golwe we will bird around the campsite and do the Waterfall Walk. Dinner supplied

21 September 2008

Spend the whole day in the Golwe area, with early morning and afternoon birding doing the Golwe Forest Trail from the camp. Dinner supplied

We will try and find African Broadbill, Narina Trogon, Wood Owl, Pink throated Twinspot and if we are lucky Grey Waxbill, amongst the host of other specials that can be found in the area.

22 September 2008

We will spend the morning birding in the Golwe for the last time then head off to Gundani. We will set up camp in Gundani have lunch and in the afternoon we will go to the Sagole Big Tree where we will wait till night fall to see the Mottled Spinetails come in to roost. Then head back to Gundani. Meals self catering

Gundani Brachystegia Woodland

This is the only place in South Africa where Brachystegia trees are found. This site has attracted the attention of Botanists and Birders alike. Birding that has been done in this area before has produced some great species such as Southern Hylia, White-breasted Cuckoo-shrike, Blue-spotted Dove and Pink-throated and Red-throated Twinspot. We will also be looking for Mountain Wagtail, Bearded Robin, Cuckoo Hawk, Narina Trogon and Crowned Hornbill

Sagole Big Tree

This is not only the biggest Baobab tree in the world, but also one of the only three known roosting sites for Mottled Spinetail in South Africa. We plan to be at the tree at dusk so that we can witness the Mottled Spinetails coming into roost.

23 September 2008

We will do some birding in the Brachystegia Woodland. We will then pack up camp and drive over to Tshulu tented camp on the banks of the Mutale river. Dinner provided. Tshulu tented camp is a new camp that is on the banks of the Mutale river, this area has not been birded extensively but there are chances for African Finfoot, White Backed Night Heron, Bat Hawk, Grey Headed Parrots and a host of other riverine and bush veld birds to be seen in this area.



24 September 2008

We will take an early morning birding walk along the Mutale river and head back to camp for brunch that will be provided. After a relaxed brunch we all head home.

Bookings and information

Sue Anderson

BirdLife SA Travel

Tel: 033 3443756 / Cell: 082 7777 202

Email: travel@birdlife.org.za

Website: www.birdingroutes.co.za

BRIDGESTONE FUNDI CHALLENGE COMES TO AN END

Finally, the competition is over. Published below is the winners in this Gauteng based competition. Scores reflected are 5 scores out of 6 events, even if some teams only participated in 1 or 2 events. Interested in participating – send an email to jmostert@bridgestone.co.za .

Final Position	Team Number	The Team Members		Club	Final Score
		Driver	Navigator		
1	30	Andre de Villiers	Ivonne de Villiers	Safari 4x4 Club	464.53
2	18	Robert Hale	Leehein Hale	Isuzu Off Road Club	449.92
3	40	Jo Holtzhauzen	Amanda Crause	FWDCSA	439.63
4	16	Johan Terblanche	Marlene Muller	Isuzu Off Road Club	439.12
5	1	Jan- Loius Fischer	Narina Fischer	Mercedes Gelandewagen Club	439.03
6	19	Anton Coetzee	Connie Coetzee	Mercedes Gelandewagen Club	432.97
7	31	Kai Vogel	Bruni Vogel	Mitsubishi Explorers Club	432.87
8	11	Koos vd Merwe	Jerome Lloyd	Offroad 4x4 Adventure Club	432.12
9	24	Graham Jupp	Piet Odendaal	Mercedes Gelandewagen Club	431.77
10	12	Morne vd Westhuizen	Natalie vd Westhuizen	Offroad 4x4 Adventure Club	422.14
11	14	Jaco van der Lith	Reinette van der Lith	Isuzu Off Road Club	420.99

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12	25	Idmar Marx	Adriaan Genis	Mercedes Gelandewagen Club	420.53
13	2	Johann Marx	Corne Marx	Mercedes Gelandewagen Club	420.1
14	17	Nico Botha	Nico Botha	Isuzu Off Road Club	417.77
15	3	John Fuller	Kelvin Fuller	Mercedes Gelandewagen Club	417.17
16	15	Johan Prinsloo	Pierre van Pletzen	Isuzu Off Road Club	412.11
17	32	Herman Engelbrecht	Johan Engelbrecht	Nissan 4x4 Club	403.93
18	23	A McCormack	A Oberholzer	Offroad 4x4 Adventure Club	402.27
19	27	Johan Bischoff	Michelle Bischoff	Mercedes Gelandewagen Club	392.02
20	13	Dieter Oelofse	Sharon Oelofse	Isuzu Off Road Club	391.37
21	39	Charles Pearce	Judy Pearce	McCarthy 4x4 Club	386.44
22	35	Robert Pretorius	Chris du Plessis	Tracks 4 Africa Adventures	379.14
23	21	Fanie Coetzee	Teresa Coetzee	Privateer	379.07
24	9	Jack Romijn	Vanessa Romijn	Offroad 4x4 Adventure Club	371.02
25	20	Clinton Claassen	Fanie Marais	Privateer	367.52
26	36	Solly Grace	Anton Gerber	Tracks 4 Africa Adventures	360.92
27	7	Nigel Wilshire	Denise Wilshire	Offroad 4x4 Adventure Club	359.61
28	5	Hendrik Behrtel	Alan Goodway	Offroad 4x4 Adventure Club	352.6
29	28	Andrew Duffy	Pierre Steenkamp	Offroad 4x4 Adventure Club	351.85
30	34	Qubitt Degenaar	Taryn Degenaar	Privateer	338.22

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31	22	Johan Claassen	Stoffel Greef	Privateer	335.65
32	6	Hardus van Copenhagen	Johan	Lichtenburg Club	331.57
33	4	Dominic Ford	Arthur Fritz	Offroad 4x4 Adventure Club	326.04
34	41	Gert Burger	Fanie Burger	Privateer	309.53
35	26	Geert De Vries	Dirk Uys	Offroad 4x4 Adventure Club	299.34
36	37	Thys Bothma	Helena Bothma	Privateer	258.55
37	10	Johann Ungerer	Anne - Marie Ungerer	Offroad 4x4 Adventure Club	246.25
38	33	Hanief Kader	Bilal Mohammed	Privateer	152.97
39	38	Peet Koekemoer	Lynette Koekemoer	Offroad 4x4 Adventure Club	148.92
40	42	Theuns du Toit	Janus van Copenhagen	Lichtenburg 4x4 Club	147.4
41	8	Owen	Kruger	Offroad 4x4 Adventure Club	146.55
42	29	Elmarie Swanepoel	Jan Swanepoel	Offroad 4x4 Adventure Club	141.65

Congratulations to all for participating during the year.

NATIONAL ZOO GETS SILVER ENVIRONMENTAL RATING

By Craig Allenby, Marketing and Financial Manager, NZG

The National Zoo has carved another notch on its belt of achievements by becoming the first national zoo in Africa to be independently rated for its environmental performance. This evaluation yielded a Silver award for its efforts to manage its environmental footprint. The award was presented to the National Zoo by the Heritage Environmental Rating Programme.

Upon receipt of the award, the Executive Director of the National Zoo, Dr Clifford Nxomani had the following to say: "The National Zoo will do all it can to reduce its impact on the environment in a bid to curb biodiversity loss. Our participation in the Heritage Programme will enable us to comply with international environmental best practices. We call on organisations and individuals to join forces with us and the Heritage Programme to make a meaningful contribution to reducing biodiversity loss".



The Heritage Programme represents southern Africa's first environmental rating option for zoos, aquaria and botanical gardens and has been developed to provide operators with an effective environmental management system (EMS). This system is designed to reduce and limit the impact their operations have on the immediate environment. The Heritage Zoos and Aquaria category was introduced in 2004 and extensively tested to ensure that its standards meet local, national and international best practice for this type of facility.

The Programme incorporates a number of national and international standards in zoo management including the South African National Standards for Zoo and Aquarium practice (SANS 10379:2005), ISO 14001 and the World Association of Zoos and Aquariums (WAZA) recommendations for environmentally responsible operating standards of 2005.

The National Zoological Gardens of South Africa joins the Johannesburg Zoo, Two Oceans Aquarium and uShaka Marine World in tackling the very important issue of environmentally responsible conservation management.

DRAKENSBERG 4X4 ADVENTURES AND CONFERENCES

Bethlehem - 19 ,20 & 21 September 2008 - 4 x 4 roete te Lesotho.

Program

Vrydag 19 September 2008; 15h00 ontmoet by Wimpy in Bethlehem. Vertrek na Lesotho via Caledonspoort. Arriveer 18h30 by pragtige ski lodge en kry kamer, geniet heerlike carvery saam met groep.

Saterdag 20 Sept 2008; Geniet heerlike ontbyt. Vertrek na ontbyt op daglange roete na Mt.Aux Sources. Middagete sal in vorm van kospakkie voorsien word. Arriveer ongeveer 17h00 terug by lodge en geniet die aand heerlike braaivleis met baie bykosse.

Sondag 21 September: Geniet heerlike tydsame ontbyt, waarna almal vertrek op 'n roete deur Qwa Qwa terug huiswaarts

Onthou paspoort!!!!!!! Remember passport!!!!!!! Kostas:

1. R 2 600 per voertuig en sy bestuurder
2. R3 000 voertuigbestuurder en kind onder 16 jaar
3. R3 500 voertuigbestuurder plus 1 volwassene
4. R3 800 voertuigbestuurder plus volwassene plus 1 kind onder 16 jaar

Artikels wat u asb moet saambring:

- 1.voertuig
- 2.kamera & verkyker
- 3.eie alkoholiese drankies en versnapperings
- 4.medisyn

Ons verskaf ;

1. Twee aande slaapplek te Afriski
2. Saterdag & Sondag ontbyt
3. Carvery vrydagaand
4. Kospakkie op roete



5. Braai Saterdag

Kontant kroeg beskikbaar in oord. Vir enige inligting rakende die moeilikheidsgraad en die presiese ligging van die roete, kontak AJ Veldman by n5 4x4 performances te Bethlehem by 082 789 3546

Sel 082 823 2109 -----Nico Theron

Sel 082 789 3546 -----AJ Veldman

MALEALEA LODGE – A MUST VISIT DESTINATION

Malealea is situated in a remote part of Western Lesotho, breathtaking in its beauty and a chance to experience traditional Basotho life. For up to date weather conditions in Lesotho: www.lesmet.org.ls Look for weather at Mafeteng.

Lesotho is a world without fences. Breathtaking scenery abounds and every season has unique attractions. Malealea Lodge is run by the Jones Family, Mick & Di Jones both born in Lesotho and credited with more local knowledge than anyone. Jacqui, Glenn and Debbie Jones grew up in Lesotho and Michael Deutschmann have joined the team. Various Basotho Children's choirs and a Local Basotho Band, using their local home-made instruments, entertain the guests in the evenings around a campfire.

A Memorable Holiday at Malealea

- Outings range from 1 hour to 6 days or longer tailor-made to your requirements.
- The treks are usually about 7 hours each day. No riding experience is necessary.
- The huts and horses are hired from the Basotho people in remote areas.
- The huts are very basic and are equipped with a gas cooker, cooking & eating utensils, mattresses on the floor.
- On trek you experience "THE REAL AFRICA".
- The trails traverse spectacular mountain passes and some of Lesotho's highest waterfalls exploring Bushman paintings and experiencing "Basotho culture".
- Basotho Guides and a packhorse accompany the treks.
- Treks & trails are tailor made to suit your requirements.
- All is flexible and can be arranged at a moments notice.

Specialised Outings at Malealea

- Local Museum & School Visit.
- Village Walks and Garden Project.
- Sangoma - Traditional Healer appointment.
- Local Childrens Choir & Band

Day Hikes & Pony Treks

- Botsoela Waterfall Hike, Pony Trek or Scenic Drive
- The Pitseng Canyon & Rockpool Hike
- The Bushman Paintings & Echo Cave Hike or Pony Trek
- The "Gates of Paradise Pass" hike along the ridge of the Matelile Ridge

Hikers: Take the "donkey work" out of backpacking by hiring horses to carry your luggage

Overnight Pony Trek & Hiking Trails Routes:

- The Ribaneng Waterfall Trek - 2 days and 1 night in a village
- The Ribaneng & Mountain Pass Trek 3 days & 2 nights in villages.
- The Ribaneng & Ketane Waterfall Trek - 4 days & 3 nights in villages.
- The Ribaneng, Ketane & Maletsunyane Trek - 5 days & 4 nights in villages
- Ribaneng, Ketane & Maletsunyane Trek - 6 days & 5 nights in villages



Lesotho adventures start at Malealea, exploring the day outings before travelling across the country. Companions can be arranged at Malealea to accompany your trip, introducing you to local chiefs, helping in locating night camping sites, and ensuring your safety.

MALEALEA OFFERS "LESOTHO IN A NUTSHELL" MALEALEA IS PERFECT FOR A 2 or 3 DAY STAY EN-ROUTE FROM JOHANNESBURG TO THE CAPE. Malealea is situated in Lesotho, near the town of Wepener & Bloemfontein side of the Free State.

SA Contact - no telephones at Malealea - Tel: +27 (082) 552-4215 all day - Fax: +27 (0) 866 481-815, malealea@mweb.co.za | PO Box 27974, Danhof, Bloemfontein, 9310, RSA.

BLUE WILDEBEEST MIGRATION SAFARI - LIUWA PLAINS, ZAMBIA

Date: 31 October - 13 November 2008 - 14 days

Group Size: Maximum 10 Vehicles

Cost: Partially Catered / Accommodation only - R6147.00 per person.

Excluding:

This will be a self-catering tour. You will be responsible for your own:

- Camping equipment
- Food
- Beverages
- Water
- Fuel
- Road insurance or levies
- Ferry fees
- Border fees
- Community tollgate fees

Included are the following:

- Tour information (e.g. GPS points, route directions, border information, etc)
- Tour guide fees
- Professional 4 x 4 guides
- Recovery assistance
- Breakdown assistance
- Convoy control
- Camping fees
- African Park fees
- African Parks Community fees
- African Parks Camping fees

Tour Plan:

The tour guide will meet on the day of departure at the Total Petro Port, just north of Pretoria on the N1 North. From here we will travel to Nata - our first overnight stop. The next day we will continue to Katima Mulilo where we will cross the border into Zambia. From here we will guide you to Kabula Lodge where we will overnight on the banks of the Zambezi river. The next day is a rest day, time to do some birdwatching, tiger fishing, boat cruise or just relaxing around the camp. The next morning we will proceed to Sioma Ngwenja falls for a brief stop over and then we will travel past the Barotsi Plains to Kalabu.

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At Kalabu we will cross the river to enter into the Liuwa Plains. This will be travelling time of 2 days. The next 3 nights we will stay over in Liuwa Plains while indulging the spectacular beauty of the park. The morning of day 9 we will start our journey via Mongu to Molibezi. This route takes us through some spectacular forests producing several colour schemes. Reaching the main road between Shesheki and Livingstone. From here we will head to Livingstone for a brief visit to the Victoria Falls before we return home.

A full itinerary is available when a booking for the tour is made. Group bookings are welcome.

To prevent any disappointment, book your seat right away!! Looking forward to an amazing adventure and making good friends!!

One Life - Live IT!!!

Lelanie Badenhorst

Events Manager - lelanie@runningporcupine.co.za

Tel: +27 (0) 12 991 8844 / Mobile: +27 (0) 79 529 4410 / Fax: +27 (0) 86 631 7852

KINGSLEY'S HOME

Hey Mate

The captain has returned to the shores of the Cape!

Kingsley Holgate has triumphantly returned to South Africa after battling through 33 countries on the 'Africa Outside Edge' expedition. On his journey this living legend helped thousands of needy people by handing out malaria nets and schoolbooks.

Kingsley and his expedition crew left the Cape on the 27th of April 2007 with 347 Land Rovers to salute their start. After numerous adventures and many miles they returned home on the 18th of July 2008. 'One Net One Life' was the main message punned on this epic adventure across the many malaria-infected areas of Africa.

A Captain Morgan welcome home bash was thrown for Kingsley and his crew upon their return. The event, held at the Castle of Good Hope, proved to be as colourful as Mother Africa herself, with good food and music reminiscent of the countries Kingsley travelled through on his life-changing expedition. Let's not forget the cold Cappies and Cola that cheered the great man through the Castle gates!

When Kingsley took to the stage at the welcome home party, it was as if the audience was transported to a campfire under the African night sky as the great traveller entertained everyone with fascinating stories from his African odyssey.

If you recall, we ran a competition where you had the chance of winning one of Kingsley Holgate's Land Rovers in the 'Win A Landie' competition. Congratulations to our Captain's Mate, Johnny Foxtroft, who drove away in his very own Land Rover to start another epic Captain Morgan adventure!

BHEJANE GAME RESERVE

Good day,

Bhejane Game Reserve is a family reserve between Willowmore and Steytleville. Our accommodation consist of luxury river cottages, luxury rivier en-suite tented camp, lodge and a camping site.



Our activities on the farm is : 22 different hoofed species, over 100 sighted bird species, paintball, go carts, game drives, night drives, fishing, hunting, bow hunting, great meals, hiking, swimming pool, conference facilities, 4 x 4 routes, bar, Njala breeding camp, cycads, private airstrip, etc

I would like to ask you if it is possible for me to send some of our brochures to you and hand it out to your clients that maybe coming our way or just put it on a display table. You are also more than welcome to send some of your brochures to us and we can put them on our display table.

Enjoy your day and thank you for your co-operation.

Adriana Theunissen - www.bhejane.co.za

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)

From the Tracks – Reader Feedback

NEWSLETTER READER FEEDBACK

From the Track4Africa Website:

Thanks for posting Alan's newsletters Wouter. It is a tonic to read, and has so much useful touring & 4x4 info written by "people like us".

Dave Raulstone

Thanks for another interesting news letter. Just to brag a little I would like to inform you that I was the winner of the recent Leisure Wheel Economy Fuel Run. It came as a very big surprise, not only just to me but to the other 9 participants as well. We enjoyed every minute of the competition and it still sometimes feel unreal that I have actually won this first exercise.

Obie Oberholzer



(You cannot brag like that and not let me have a story! So he did, read it under the READER TRIPS! Thanks Obie and well done! - Ed)

Hi Alan,

Thank you for your very interesting newsletter. I have mentioned the National Braai Day to some people here and there is a lot of interest so we are going to plan the day. I will advise you how we are progressing.

Regards

Shanka (Ficksburg)

Hi Alan

I enjoy your newsletter every month – thank you sincerely! Dealing with an email inbox becomes a problem these days, and I am sure many people have the same issue – just too much to read. How about an index with hyperlinks to the various sections of your newsletter? This would help one to skip the stuff that you don't have time to work through.

Thanks again and regards

Hennie du Plessis

(Great idea Hennie, but it already takes so long for me just to put it together every month, the luxury of making it simpler for all is currently a bit out of my reach. Rather take a day off, a cold one, dangle the feet in the pool and enjoy! Regards. Ed.)

HELP WANTED FROM OUR READERS

Hallo mense,

Ek hoop iemand kan my help of my in die regte rigting wys, ek het `n Suzuki sj 410 gekoop en vind dat as ek in 4de rat ry, die enjin uit revolusies uithardloop en dan sit ek maar op 90km/h, ek sal graag `n verandering wil doen sodat ek ten minste so 120km/h kan ry teen baie laer omwentelinge.

Hoop julle kan help - byvoorbaat dank

Buks - jacobs.buks@columbus.co.za

READER TRIPS SHARED WITH US

Hi, Alan

Karen and I returned to Cape Town last Monday after our 19-night Zambia tour with some readers of Getaway Magazine, and accompanied by Jazz Kuschke, photojournalist with the mag. The trip went really well, and was thoroughly enjoyed by everyone. Jazz put up a regular 'blog' on the trip which can be viewed on the Getaway Magazine website at <http://www.getaway.co.za/content/blog/headlines.asp> - just look for Jazz's blogs down the list of those recently submitted by their journalists.

All the best,

CHRIS

NAVIGATORS FOUR-WHEEL-DRIVE ADVENTURES

LEISURE WHEELS ECONOMY CHALLENGE

Hi Allen

During May 2008 I was lucky enough to be chosen with 9 other Leisure Wheels readers to be part of the first Leisure Wheels Economy Challenge. The main object was to test 10 different 4x4 double cab bakkies – diesel and petrol - to find out which one has the best overall fuel economy.



There was also another competition within this competition, and this was to find out which team had the best overall fuel consumption.

The test was held over a weekend in the Hartebeespoort / Brits area and consisted of ten legs of between 80 to 100km. Each driver had to drive each of the ten vehicles and the fuel consumption was worked out after each day's event. A winner for each leg was then chosen. What made it worse was that the fact that the rest of the drivers did not know how they performed until the last day at the price giving.

The last leg I drove the GWM Steed and won this leg. I thought that I was doing my best throughout the competition and only to win one leg was a bit of a let down. When the rest of the prizes were handed out I silently hoped that I at least would get to be chosen as one of the fourth best. When it came to the main prize to be handed out and I had not been called I was rather disappointed with my performance and wondered where I had gone wrong.

When they called my name as being the first prize winner I could not believe it and thought that it was for the booby prize. It was a big surprise not only me but also for the rest of the teams that I had won. Afterwards I found out that it was due to being consistent throughout the competition and also not picking up any penalties given for late or early arrivals. Was it not for an 11 seconds penalty obtained by Jacques Barnard during the second last leg, I would have come second. I had won by a mere 0.59 lt. Not much, but a win is a win as they would say in the classics.

Prizes worth R13 000 was up for grabs, but coming first was worth much more than this. I have always tried to get the best consumption out of my vehicles and now had the opportunity to put what I have practiced to the test against other drivers in the same driving conditions and vehicles. I feel honoured and privileged to not only have competed in this first test but to have won it as well. Hope that they would call me back at next year event to defend my 'Title'.

Obie Oberholzer - Winner

STORIES UIT DIE KAMEEL SE BEK #2 - Chris Jonker rapporteer uit Abu Dhabi

Voorwoord

Ek glo steeds aan 'n avontuur in elke, dag, soos in die eerste uitgawe gemeld, en glo my, weens die diversiteit en absolute kultuurverskille ervaar ek dit selfs in klein alledaagse gebeurtenisse. Ek probeer om gebeurtenisse wat regtig uitstaan so gou as moontlik te dokumenteer, in die volgorde wat dit gebeur, want daar is so baie dat ek nie alles kan onthou nie. Dit beteken dat stories nie altyd met mekaar verband hou nie, en soms opmerkings bevat oor my (Afrikaner) interpretasie van gebeure, wat nie noodwendig op korrekte feite gebaseer is nie. Dis maar hoe dit is. As jy dalk aanstoot neem om te hoor van goed soos dit is, moenie verder lees nie.

In hierdie aflewering:

- Hoe om te verdwaal
- "Suit and Tie"
- Koffie saam met die Arabiere
- Onder die lemme
- Ek weet waar Defra is: 4x4 op geheime grond
- Ses sterre: Emirate's Palace Hotel
- Lyf natmaak
- Dubai: Groter en beter?



Hoe om te verdwaal

Ek het vir 'n paar dae lank amper my bene afgestap in konsentriese sirkels om my woonstel en het die omgewing so goed begin ken dat ek darem nabygeleë geboue uit verskillende hoeke kon herken en myself met redelike sekerheid kon plaas. Ek was vol vertroue dat ek darem nie sal verdwaal nie, al lyk die meeste straatblokke steeds baie na mekaar, omdat elkeen minstens 4 Indiese "supermarkte, 3 haarkappers en 'n winkel het wat selfoontyd verkoop.

Dit het tyd geraak dat ek my vlerke weier spreid en ek het besluit om een aand na werk na die Marina Mall te gaan. Dit is die grootste Mall in Abu Dhabi en 'n topbestemming vir die koormal bevolking. Die Marina Mall is op 'n eiland gebou en met 'n brug van ongeveer 1km lank met Abu Dhabi eiland verbind. Dit is te ver om te stap en ek het vinnig 'n taxi in die hande gekry, wat my voor die ingang van die Mall afgelaai het.

Die Marina Mall is modern en baie goed verlig, met volop glaspanele en dit straal 'n gevoel van weelde uit. Hierdie Mall is groter as enige iets in Suid Afrika, om die waarheid te sê, ek reken minstens twee keer groter as die grootste wat ek al gesien het. Ek is gewoonlik redelik rigtingvas, maar die Mall is in vleuels ontwerp, wat met gange aanmekaar verbind is, en na die tweede vleuel was ek reeds verdwaal. Sulke dinge pla my glad nie meer nie, want ek het nie 'n kar wat iewers geparkeer staan nie en kan dus op enge plek 'n taxi kry...so het ek gedink.

Ek het rondgedwaal tot so agtuur se kant en in die proses 'n manjifieke hamburgerplek, Fuddruckers, raakgeloopt en uitgetoets. Dit was tyd om huis te kry en buite was dit reeds donker. Ek het my weg gevind na die optelplek vir taxi's. Hier staan jy in 'n ry en wag vir die volgende taxi.

As daar nou een ding is wat my ongeduldig maak, dan is dit om in 'n ry te staan en wag. Die ry was maklik 50m lank en ek besluit net daar dat ek ook nie vanaand in 'n ry gaan staan nie. Ek was in elk geval teen hierdie tyd gewoon aan lang afstande stap en ek reken dat as ek solank begin stap, ek wel iewers langs pad 'n taxi sal kry. So spaar ek tyd om in 'n ry te staan en kry sommer bietjie oefening.

Soos enige aand in Abu Dhabi was dit maar bedompig en die temperatuur het darem al afgekoel tot in die hoë 30's toe ek die pad vat. Ek het rustig oor die brug gestap en die aandsilhoët van die stad bewonder. Van die brug af kyk mens oor die see na die stad, wat dit 'n gevoel van afstand gee. Op die eiland links van my was 'n vlagpaal wat eens die langste vlagpaal in die wêreld was (die langste is nou in Jordanië), met 'n reusagtige vlag van die VAE, wat net-net deur die flou bries opgetel is. Die verkeer was erg en ek het met genoegdoening gedink hoeveel tyd ek gespaar het.

By die aansluiting van die brug met die corniche het ek besluit om reguit oor te stap, alhoewel ek nog nie vantevore daar was nie, maar ek het gedink ek kan met een van die groot dwarsstrate aansluit, vanwaar ek 'n taxi kon kry. Fout. Die strate het begin donkerder raak en het later weggeswaai van die rigting wat ek moes gaan. Ek het by 'n donker park met digte bosse uitgeklim, maar aan die oorkant van die park kon ek verkeersligte sien, wat na 'n besige kruising gelyk het. Ek het my vrees vir die donker reeds vroeg in my lewe verloor en het die park aangedurf, ondanks Arabiere wat met hulle wit gewade soos spoke hier en daar opgedoem het. Die park was pikdonker en ek het 'n paadjie gevolg na die kant toe, maar hier het ek my vasgeloop in 'n ry karre met swart getinte vensters wat staan en luier het om die lugversorgers aan te hou, terwyl daar duidelik binne aktiewe paartjies besig was met nagtelike dinge.



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Die park was groter as wat ek gedink het en teen hierdie tyd was ek papnat gesweet. Ek het die robot bereik en 'n rukkie staan en wag, maar ten spyte van die verkeer was daar geen taxi's nie. Ek het so 'n entjie gestap, maar het besef dat ek eintlik verdwaal was, hoofsaaklik omdat ek in 'n deel van die stad was waar ek nog nie voorheen was nie. Na seker nog 'n kilometer se stap sonder 'n taxi in sig, besluit ek om maar terug te draai op my spoor. Ek het darem hierdie keer die park uitgesny en was nogal verlig toe 'n taxi langs my stop.

Dit was 'n lang aand en ek het eers teen 23h00 by my woonstel gekom. Ek wonder steeds hoe lank ek vir die taxi sou gewag het as ek maar in die ry gestaan het...

“Suit and Tie”

By die werk dra ons al jare lank nie meer das en baadjie nie, trouens ek dra 'n pak klere deesdae net na begrafnisse en een maal per jaar se grênd werksfunksie, waartydens ek ewoonlik agterkom dat my pak se broek al weer gekrimp het. Dit was vir my dus 'n groot skok toe ek verneem dat die kleredrag by my nuwe kantoor formeel is, dws pak klere met das. Ek het dit nogtans nie geglo nie en besluit dat ek nie 'n pak klere gaan saamneem nie, hoofsaaklik omdat my pak se broek die afgelope jaar nou regtig kwaai gekrimp het. Ek het eerder besluit op 'n netjiese baadjie, wat ek saam met al my langbroeke kan dra, en sommer 'n paar dasse ook in die tas gegooi.

Die eerste dag was die intense hitte vir my 'n groot skok en ek besluit, se dinges, dit kan nie waar wees dat die mense baadjies dra nie, ek gaan dit ook nie doen nie. Groot was my verbasing toe ek by die werk kom en almal het pakke en das aan. Ek het vinnig agtergekom dat die lugversorger so koud gestel is dat selfs my vriend en kollega Snyman, wie se kantoor altyd soos 'n yskas voel, hier tuis sou voel. My nuwe direkteur het my gou laat verstaan dat ek hierdie keer oorgesien gaan word, maar dat ek maar moet hou by die “dress code”. Sedertdien dra ek maar my blou baadjie as ek soggens by die woonstel uitstap en die oggendhitte my amper terugdruk. Die ses minute se stap tot by die lugversorgde Mall voel soos 'n ewigheid en ek maak dit gewoonlik net-net voordat ek van hitte-uitputting neerstort.

In die kantoor is dit 'n ander storie. Hier dra jy baadjie omdat jy wil en ek het reeds een van die vergaderlokale die “fridge” gedoop, wat groot byval vind by my Lebanese kollegas. Hulle stem ook saam dat kliënte ons aanstel vir ons vaardighede en nie omdat ons deftig lyk nie, maar reëls is nou maar eenmaal reëls.

Ek neem gereeld deel aan die nasionale tydverdryf, dis nou “mall crawl”, en het hiertydens die indruk begin kry dat dit 'n goeie tyd is vir 'n koper met 'n paar dirham (UAD) in sy sak. Daar is hierdie tyd van die jaar oral someruitverkopings en ek het begin oplet dat sommige kledingstukke kwaai afgemerkt is. Dit het die idee laat wortel skiet dat ek miskien dalk vir my 'n pak klere moet kry, siende dat pakke klere van die kledingstukke is wat die meeste afgemerkt is. Hierdie tyd van die jaar wil almal natuurlik vakansieklere koop en is daar nie 'n mark vir pakke nie.

My navorsing het pakke van UAD500 (onthou UAD1=R2) opgespoor, wat nie te sleg was nie, maar buite my bereik (ek leef maar op 'n dagtoelaag en drank is duur). Ewe skielik het ek pryse onder UAD200 begin sien en ek het begin ernstig raak. Op 'n middaguitstappie in die Mall het ek selfs 'n advertensie vir UAD140 gesien en ek besluit vandag is die dag. Die middag na werk is ek soontoe, maar alles was uitverkoop. Ek stap toe maar af na die Koöperasie en sien daar hang ook 'n paar pakke. Tot my verbasing kos hulle net UAD99. Die mense is oor die algemeen maar klein hier, ek toring kop en skouers bo almal uit, en al wat oorgebly het van die voorraad pakke, was die grotes. Ek pas omtrent aan en op die ou einde val my keuse op 'n netjiese donkerblou pak met “pin stripes”. Wat 'n bargain teen UAD99, dis omtrent R200. Nou is ek ook ge-“suit and



tie". Die broek was effens aan die groot kant, maar die kleremaker oorkant my woonstel het dit sommer dieselfde dag nog vir UAD20 verstel.

Ironies genoeg moet ek ook kyk na ligte plakkies/sandale nadat my Hipermark specials 'n terugslag beleef het. Ek kan drie pakke klere koop vir dieselfde prys as 'n paar plakkies. Skokkend, maar ek vermoed dis 'n manier om die arme Paki's en Indiërs uit te buit. Hulle dra nie skoene nie, net sandale, en moet maar betaal. Terloops, net Amerikaanse toeriste dra hier kortbroek. Almal dra langbroek, al is dit ook met plakkies. Ek is soms 'n Amerikaanse toeris.

Koffie saam met die Arabiere

Hierdie "insident" het hom afgespeel op my eerste dag by die werk, maar ek het sedertdien kans gehad om dit verwerk en te verstaan.

Sien, die Arabiere is hier baas en die res is daar om vir hulle te werk. Dit voel soos in die koloniale tyd en as almal hulle plekke ken, is daar nie moeilikheid nie. Ons kliënt is 'n nuutgestigte staatsdepartement en op my eerste dag neem my direkteur my op 'n toer deur die gange van die kliënt om die groot indunas, of sal ek sê Sayeds (my Arabies kom mooi aan), te ontmoet. Ek moet sê, dit is nogal intimiderend om mense vir die eerste keer in sulke lang wit gewade met rooi kopdoeke te sien en ek het maar 'n lae profiel gehandhaaf en almal vriendelik gegroet. Dit op sigself het my soos 'n seer vinger laat uitstaan, want niemand groet vir niemand nie, omdat mense nie mekaar kan verstaan nie, maar ek het besluit ek gaan nie daarmee ophou nie.

So beland ons toe by 'n vriendelike Arabiese omie met 'n grys baard, met die naam van Jalal. Om een of ander rede wat ek nog nie kon vasstel nie, is sy kopdoek wit en nie rooi nie. Ons sit in sy deftige kantoor en gesels saam met nog 'n Arabier, wat ek later sou vasstel daardie dag daar begin werk het en ook nog vreemd was. My direkteur is 'n Egiptiese Amerikaner wat Arabies praat en almal praat Engels vir my onthelwe. Ek weet nie eintlik waaroor hulle praat nie en nou en dan slaan hulle oor na Arabies, met die gevolg dat ek eintlik bietjie verlore voel, maar dis toe dat die omie ingryp. Hy het 'n klein instrument wat amper soos 'n rekenaar se muis lyk, op die tafel. Toe hy die knoppie druk, verskyn daar eensklaps 'n Indiër, netjies aangetrek in 'n swart broek, wit hemp met strikdas en goud gestreepte onderbaadjie. Ek lieg nie, amper soos 'n lyfkneg van ouds. Hy het 'n silwer Arabiese koffiekonfoor in sy hand en skink 'n bronskleurige vloeistof daaruit in 'n klein wit en silwer porseleinkoppie sonder 'n oor. Elkeen kry 'n koppie en ek kyk maar eers wat die ander doen. Wil ook nou nie die gasheer affronteer deur eerste te drink nie, 'n mens weet mos nie wat die gebruike in hierdie kant van die wêreld is nie. Ek sien almal drink en ek volg maar. Daar is min van die vloeistof in die koppie, maar dis ook maar goed. Dit is Arabiese koffie, sonder suiker en met 'n aaklige speseryagtige smaak. Kyk, ek kan nie eens die reuk van rooibostee hanteer nie, maar hierdie is in 'n ander klas.

Ek sluk maar vinnig af en gee die koppie terug vir die lyfkneg, maar dis net waar ek die fout maak. Hy skink weer. Die Arabiere het my dopgehou en hulle is vreeslik beïndruk dat ek hulle koffie so geniet. My direkteur se vir my agter sy hand dat ek die koppie van kant tot kant moet wikkell as ek dit teruggee, wat beteken dat ek nie nog wil hê nie. Nou sê hy my!

Tydens latere besoeke aan die kliënt het ek die storie mooi uitgerafel. Elke senior amptenaar het 'n lyfkneg wat buite in die gang staan en wag om koffie aan te dra wanneer dit verlang word. Daar word net 'n knoppie gedruk, dan moet daar geskink word. Dit is al wat die arme ou heeldag doen. In SA sal hulle lankal 'n vakbond gehad het en gestaak het vir beter diensvoorwaardes. Die Arabiere doen dinge anders.



Daar is verskillende koffiegeure en almal is darem nie so erg sleg nie. By een van die meer westers geïntereerde Arabiere het ek die lekkerste cappuccino gekry wat ek in my lewe nog gedrink het.

Onder die lemme

Ek is uit die Kaap weg met 'n kop vol winterwolle, maar na twee weke in die bakoond het ek begin speel met die idee om tog maar 'n haarsny te kry. Ek het reeds in die eerste hoofstuk genoem dat elke straatblok ongeveer drie haarkappers het. Salons vir dames en Saloons vir die mans en almal deur Indiërs bedryf. Hulle sê hier dat ouens soggens opstaan met die idee dat sy roeping in die lewe eintlik 'n haarkapper is en dan word hy sommer dieselfde dag een. Ek wou nie graag een van sulke manne se kliënte word nie en het maar uitgestel en uitgestel, tot een goeie dag na payday. Ek het die eerste een verbygestap, reg onder my woonstel, want uit dae se bespieding het ek die ou meer buite in die straat gesien as binne. Dit was nie 'n goeie teken nie. Die volgende een was aan die oorkant van die straat. Deur styf toe en al vier sitplekke gevul met kliënte. As jy baie kliënte het, beteken dit mos dat jy goeie diens lewer, of hoe? Ek het stadig verbygestap, gestop, oordink en aangestap, maar omgedraai en gedink, wat de hel, kom ons probeer dit. Met die instap het 'n doodse stilte my verwelkom, alhoewel ek vriendelik gegroet het (Nota vir myself: Ek moet dalk begin Afrikaans praat met die oosterlinge) Die een haarkapper het pas klaargemaak met 'n kliënte en beduie dat ek moet sit. Die Indiërs kan nie eintlik Engels praat nie en daar word nie regtig tussen die verskillende etniese groepe gekommunikeer nie. Anders as by ons haarkappers waar daar oor die weer en die naweek se rugby gepraat word, word daar hier nie gepraat nie. Doodstil.

Ek het opgemerk dat die slagoffer regs van my half Egipties gelyk het en gedink dis 'n goeie teken, want hulle vat nie nonsens nie. Sy baard was vol skeerroom, want hier loop almal vir 'n paar dae halfgeskeer en gaan dan na die haarkapper om geskeer te word. Daar is aksie links van my en tot my verbasing word die kliënt se kop met vingers geklap en gemasseer. Ons gaan dit maar los, dink ek. Ek vra die prys, want ek wil darem nie 'n sak vol geld betaal om my kapsel op te neuk nie, maar is verras toe die man sê dis UAD10, sowat R20. Nie eens nodig om te onderhandel nie en ek gaan sit. Soos 'n lam ter slagting. In die spieël voor my sien ek dat daar ook 'n spieël agter my is en dink dat ek darem sal kan sien as daar gate in my kop geknip word. Gelukkig ken min mense my hier en hare groei mos weer.

Die haarkapper uit Indië raak toe besig. Terloops, die openingslyn van enige gesprek hier begin deur te vra waar jy vandaan kom, want almal kom van elders. Ek word meestal as 'n Duitser geïdentifiseer, maar is ook al vir 'n Marokkaan aangesien. Toe hy hoor ek is van Suid-Afrika, raak dit nog stiller in die Saloon. Terug by die proses. Eers word 'n lang stuk harde papier of plastiek uitgehaal en terwyl ek nog wonder wat dit is, word dit soos 'n halsband met velcro om my nek vasgemaak. Hierna is dit die laken se beurt en die papier word soos 'n kraag oor die laken gevou om te keer dat my nek en klere vol hare raak. Nogal nifty, dink ek. Hy vra wat hy moet doen en ek sê sny dit lekker kort boet, gedagtig daaraan dat Maggie altyd moerig is as ek 'n nr 4 deur my kop laat druk. Die haarkappers hier het egter nie moderne goed soos elektriese knippers nie en my vrese word bewaarheid. Haarsny hier is op die ou manier. In die spieël sien ek dat die man nogal behendig is met die skêr en na elke knip, snip-snip hy so twee keer in die lug om ritme te hou, sien. My hare raak nie eintlik korter nie, behalwe oor my ore, en ek moet hom aanpraat voordat ek sien dat die bosse darem sak en die grys sterk deurkom. Ek vermoed dat hulle nie hare te kort wil sny nie, want dis nie goeie besigheid nie. Hou dit eerder aan die lang kant, dan kom die kliënt gouer terug.

My hare lyk nie te sleg nie, eintlik verbasend goed en nie te kort nie en ek dog ek is klaar, maar ek is nie. Kyk, as daar nou een ding is waarvoor ek grillerig is, is dit as iemand met een van



daardie ou lemme wat oopvou hier by my keel en nek werk. Hierdie is veel erger. Die lem is eintlik net 'n handvatsel. Die operateur haal 'n lemmetjie uit, een van daardie ou plattes soos 'n Minora blade, breek dit in twee en sit dit in die handvatsel, amper soos wat die bendelede in die tronk lemmetjies in tandeborsels plant. Vinnige veeg deur 'n koppie ontsmetmiddel en hier gaan ons. Ek beweeg nie 'n spier nie, behalwe my oë wat ek soos 'n verkleurmanneltjie draai om in die spieëls te sien. Die lemmetjie is maar stomp en haak kort-kort vas. Ek verwag om die bloed enige oomblik te sien spuit, maar gelukkig kom ek skraapvry deur.

Ek sê hofflik nee dankie toe die man my kop wil masseer, betaal en almal kyk my verbaas aan toe ek vriendelik groet en uitstap. Om vreemde mense te groet is ongewoon hier, maar ek gaan my nie daardeur laat afsit nie. Ons Suid-Afrikaners is mos vriendelike mense. Ek stap steeds elke oggend verby die haarkapper en hulle waai al vir my as ek vriendelik groet.

Ek weet waar Defra is: 4x4 op geheime grond

Ek het al meer 4x4 hier gery as in SA die afgelope ses maande en het ook die teksboek oor sandry heeltemaal weggegooi. As jy hier die reëls volg wat oor die jare by ons ingeprent is, gaan jy nêrens kom nie. En niemand het difflocks en groot wiele, soos wat jy in SA nodig het om getel te word nie.

Terug by die storie. In die vorige uitgawe het ek vertel van ons lewensgevaarlike tog in die woestyn, met byna tragiese gevolge. Skaars 'n week later is ons weer daar, maar hierdie keer 'n klein groepie, wat 'n gebied wil gaan verken waar niemand nog was nie. Klink asof hier baie sulke plekke is, en dit binne 'n radius van 100km van Abu Dhabi. Ons groep het bestaan uit my mede Suid-Afrikaanse Land Rover vriend André in die ou Discovery 1, Die Kiwi's Mark en Cathy in 'n Jeep Wrangler, en die skreusnaakse aweregse, getatoëerde Kiwi, JC, ook in 'n Jeep Wrangler. Die plan was om in die rigting van Al Ain, 'n groot dorp in die woestyn, te ry en dan weswaarts deur die woestyn te ry na 'n motormuseum, wat 'n bekende landmerk is. Ons het nie geweet wat om te verwag nie.

Soos nou al gebruiklik is ek om 0430 opgetel, gewapen met 'n hoed, sonbril en baie drinkgoed (Geen alkoholiese drank - hier is geen toelaatbare limiet nie). Ons het die ander twee voertuie ontmoet by 'n ADNOC, amper iets soos ons Ultra Cities, en ons het die pad gevat. Alhoewel dit glad nie koud was nie (koud is enige iets onder 30°C), was dit erg mistig en ons moes maar die GPS gebruik om by die punt te kom waar ons die pad sou verlaat. Hier moes ons amper 'n uur wag vir die mis om genoeg te lig sodat ons die ander voertuie tussen die duine kon sien. Ons het die tyd nuttig gebruik om stories uit te ruil terwyl ons buite gestaan en papnat word van die mis. Die Kiwi's wil baie graag in Suid-Afrika kom toer en hulle beskou my teenwoordigheid as 'n bestiering sodat hulle lekker planne kan maak.

Nadat ons bande afgeblaas het na 80kPa en die visstokke met vlaggies opgesit het, het ons die pad gevat, met die Disco in die middel tussen die Jeeps. Die visstokke is eintlik lang glasveselpale (visstokke word ook gebruik) met vlaggies aan wat dit maklik maak om ander voertuie te sien beweeg as hulle oor 'n duin is. Dit is belangrik omdat die radio's in gebruik maar swak is, maar maak dit ook baie veiliger, want as die vlaggie nie beweeg nie, weet jy die voertuig voor jou sit vas. (Nota: Dis dalk iets wat ons vir Atlantis Duine kan instel.) Binne die eerste kilometer het ons reeds besef dat die trip nie maklik gaan wees nie. Die vorige week het die Disco nie een keer vasgesit nie en 11 keer ander voertuie uitgesleep. Hierdie keer was dit sommer gou ons beurt. Ons het teen die grein van die duine beweeg, wat beteken het dat ons baie vinnig elke duin moes lees en opsom om die beste roete na bo te kry. Ek het genavigeer en moes vinnig dink, want André het sy hande vol gehad om die Discovery aan die gang te hou sonder om vas te sit. Die sand was ongelooflik sag, so erg dat ek tot bo my enkels in die sand



weggesak het elke keer as ek moes uitklim om te help om die voertuig uit 'n sandgat te kry. Omdat ons net drie voertuie was, moes ons deeglik seker maak dat almal nie gelyk vassit nie.

Die mis het begin lig, wat die woestyn nuwe kleure en skakerings gegee het. In die verte het ons 'n trop kamele gesien, waaronder skaars en kosbare swart Oman kamele. Ons het op 'n stadium gestop vir koffie en 'n vliegtuig baie laag en stadig sien oorvlieg. Ek kon my oë nie glo nie. Dit was 'n Lockheed U-2, 'n Amerikaanse spioenasievliegtuig wat op 'n hoogte amper in die stratosfeer kan vlieg, van waar dit foto's neem. Hierdie vliegtuie dateer uit die 1960's en het byna 'n derde wêreldoorlog tydens die Koue Oorlog ontketen toe Gary Powers oor Rusland in een afgeskiet is. Met die hedendaagse technologies gevordere Stealth tipe vliegtuie in gebruik, het die U-2's vergete geraak en word nooit in die nuus genoem nie. 'n Stukkie geskiedenis, wat later die dag weer sou opdoem.

Ons het aanbeweeg, maar dit het sukkel-sukkel gegaan weens die sagte sand. Dit het beteken dat meer momentum as gewoonlik nodig was, met die gevolg dat jy soms oor die kruin van die duin kom, sonder om te weet wat aan die ander kant is. Toe vang dit ons uit. Ons het oor die duin gekom en aan die ander kant was nog 'n duin, wat 'n trog van so 2m wyd gevorm het. Die Discovery het op sy neus in die tweede duin te land gekom, weg in die sand, met sy stert steed op die eerste duin. Intussen het JC ook vasgesit met sy Jeep. Dit was benoude tye, want ons kon nie bekostig dat Mark ook vassit nie. Ek het al gesien hoe vang ons kamele om daar uit te kom! Ons het besluit om eers vir JC uit te kry, sodat ons darem twee uit drie karre lopend het, want die Discovery was geplant gewees. Dit was tyd vir Recovery Tool nr 1, ook bekend as die graaf, en met sweet wat amper uitspuit, is die Jeep losgekry. Hierna was dit die Discovery se beurt. Die enigste oplossing was om sy stert om te trek, sodat hy in sy lengte in die trog is, maar weens die hoek wat hy gestaan het, was daar 'n wesentlike gevaar dat hy kon omval. Mark het baie stadig die Discovery teen die duin tot binne in die trog afgetrek, waarna André hom netjies uitgery het. My stewels was hierdie keer toe onder die sand en ek moes dit uittrek om al die sand uit te kry. Ons het op 'n hoë duin gestop vir iets kouds om te drink, onder 'n strandsambreel. Dit was darem nie so warm soos die vorige naweek nie, maar ek het nogtans 45°C gemeet. Dit was fantasies om in die middel van die woestyn te wees saam met mense wat ook die grootsheid daarvan kon insien.

Die sand het nou regtig los geraak en ons het 'n droë pan raakgery, waarvan die oorkantse kant in die hittegolwe verdwyn het. Ons was maar skrikkerig, want die voertuie het deur 'n effense kors gebreek, met dryfsand daaronder. Ons het maar op die duine gehou, al langs die pan, totdat ons onverwags op 'n hoë draadheining afgekome het. Dit was Defra Lugmagbasis, 'n geheime Amerikaanse basis van waar verkenningsvlugte oor Irak onderneem word, wat ook die teenwoordigheid van die U-2 vroëer die oggend verklaar het. Ons het maar besluit om links om die heining te hou, steeds teen die pan, en na 'n paar kilometer het ons op geboue en 'n groot radarinstallasie afgekome. Daar was 'n geskarrel van mense in die verte en ons het besluit om die radio's af te skakel en nie ongewone maneuvres uit te voer nie. Ons het almal die krielrige gevoel gehad dat ons dopgehou word en ek het my kamera reggehou om die foto's wat ek vroëer van die U-2 geneem het, uit te wis. Gelukkig het niks gebeur nie, maar ons het op 'n valhek afgekome, wat oop was. Ons het stadig deurgery, maar niemand gesien nie. Ons het omgekyk by die hek en 'n yskoue rilling gekry. Daar was 'n groot rooi bord in die hek, wat toegang verbied het en ook aandui dat die area gebruik word as skietbaan met lewendige ammunisie en dat daar ploftoestelle is wat nog lewendig kan wees. Ons het regdeur dit gery!

Ons is dieper die woestyn in, maar dit nou eers erg geraak, met 'n voertuig wat kort-kort vassit. Ons het afgery na die pan en met hoë spoed in hoëstrek ratte daaroor gery, om 'n flotasië effek te kry. As enige een sou vassit, was dit tiewets, want die sand was eenvoudig te los om weer aan



die gang te kom as jy sou stop. Teen 12h00 het ons by ons eindpunt aangekom, met 'n 7uur lange 4x4 trip op sy einde. André gaan vir twee weke terug SA toe, wat my die geleentheid gee om die gewone paaie rondom Abu Dhabi te verken, voordat ons weer die duine pak.

Ek het intussen ook kontak gemaak met nog 'n expat, wat so twee en 'n half uur van Abu Dhabi in die ooste van die VAE bly. Hy het my vertel van 'n tweedaagse woestyn "fun drive", wat oor 350km gehou word met oor die 700 voertuie wat daaraan deelneem. Hy het is een van die organiseerders en het voorgestel dat ek en André as "marshalls" hiertydens optree. Dit vind blykbaar in Oktober plaas. Lets om na uit te sien.

Ses sterre: Emirate's Palace Hotel

My goeie vriend Tappies stuur nou die dag vir my een van daardie emails met foto's van hoe die Arabiere in oorvloed leef terwyl die res van die wêreld vergaan weens hoë oliepryse. Die foto's wys 'n manjifieke paleis waarin die sjeik glo bly. Ek was toevallig die vorige dag daar en herken dit as die Emirate's Palace Hotel, een van min ses ster hotelle in die wêreld.

Ek het gehoor van 'n uitstalling van modelle wat Abu Dhabi teen 2030 voorstel, sowel as 'n uitstalling van Picasso kunswerke wat daar gehou word en sit toe een Saterdagoggend met die taxi af soontoe. Saterdag, wat eintlik die Sondag hier is, is my kultuurdae en ek probeer om historiese of besienswaardige plekke op Saterdag te besoek.

Die ingang na die hotel is op 'n verhoogde vlak, vanwaar jy uitkyk oor pragtige tuine en spuitfonteine. Ses diensknegte in goue kleres val oor hulle voete om die gehawende ou taxi se deur vir my oop te maak en verwelkom my hartlik, asof ek self 'n koninklike is. Ek trek my jeans reg en gooi my rugsak met kamera in nonchalant oor my skouer op 'n manier wat darem lyk asof ek daar hoort. Ek stap binne en oral is daar dienaars wat my groet. Ek voel later erg ongemaklik, want ek is bang hulle kom agter dat ek eintlik 'n gewone ou is en gooi my uit, maar lyk my almal word maar so vriendelik behandel.

Die binneportaal is versier met reuse skilderye van die eens gewilde oorlede Sjeik Zayhed al Sjeik bin Nahyan en sy twee seuns, wat tans die land regeer. Die tweede portaal het glaskaste met duur juweliersware van fabrikate wat jy net in modetydskrifte sien. Ek doen navraag oor die uitstallings, maar ek is 'n halfuur te vroeg en besluit om bietjie rond te stap, nadat 'n vriendelike lakei uit een van die Oosbloklande my verseker dat ek welkom is en foto's mag neem. Die hoofportaal van die hotel lyk soos die binnekant van 'n katedraal binne. Die vloere is van marmer en die hoë koepeldak is versier met patrone. Alles is goudkleurig en die gevoel van weelde is oorweldigend, met nog skilderye binne. Ek stap so 'n bietjie rond en verwonder my aan eeue oue artefakte uit veral Mexiko en Peru, asook juweliersware wat in glaskaste uitgestal staan. Alles is te koop. By een van die resaturante sit 'n Arabier en koffie drink. Ek stap stadig verby en loer na die spyskaart. 'n Ontbyt kos UAE165, meer as R330!

Dit raak tyd vir die uitstallings en ek stap in. Een van die oogmerke van Abu Dhabi is om die stad te vestig as een van die wêreld se voorste kunstede teen 2030. Die uitstalling wat ek na kom kyk, het modelle van Sadiyat eiland, 'n leë eiland langs Abu Dhabi waar 'n nuwe stad driekwart die grootte van Abu Dhabi oor die volgende paar dekades gebou gaan word. Ek kan die bouwerk aan die brug na die eiland vanuit my kantoorvenster sien. Dis nie klein nie. Die nuwe stad sal uit kunstdistrikte, sportdistrikte, ens bestaan en daar kom ook 'n ultramoderne Guggenheim kunsgalery, waarvan die ontwerp vir my maar lyk soos bottels wat omgeval het. Hierna is dit na die Picasso uitstalling, waar veiligheidswagte in mikrofone fluister terwyl ek van een lokaal na die ander stap. Min mense weet dat ek eintlik in my jong(er) dae self 'n potlood kon hanteer en ek waardeer die wonder van die kunswerke, wat alles natuurlik miljoene werd is. Tot my verbasing



ontdek ek een van Picasso so briljant hede. Sy sketse bestaan almal uit 'n enkele lyn, met ander woorde hy het onderwerpe geteken sonder om sy hand op te lig. Net een streep. Geniaal.

Ek dwaal nog bietjie rond, maar dit raak tyd om na die gewone wêreld terug te keer en ek stap maar uit om 'n taxi in die straat voor te keer.

Lyf natmaak

Een van die dinge waarna ek die meeste uitgesien het met my koms na Abu Dhabi, was om in die warm Arabiese Golf te swem. My teleurstelling was dus groot toe ek hier te lande vind dat die stad net een of twee strandjies het, wat ver van my blyplek af is. Boonop is hulle berug vir Indiërs en Paki's wat strandgangers, veral vroue, afloer. Ek het eendag 'n draai daar gemaak op pad terug van 'n mall en was nie beïndruk nie. Die strand was maar aan die vuil kant en daar was 'n paar afloerders. Ek het ongelukkig nie kans gekry om te voel hoe die water voel nie.

Die meeste swemplekke is by die groot hotelle en mens betaal enige iets tot UAD150 per dag (R300) om te kan swem. Ek het nog altyd daaraan geglo dat iemand nie die see of strand kan besit nie en dit is eenvoudig teen my beginsels om te betaal om in die see te swem.

Die Kroonprins moes dieselfde as ek gedink het, want hy het opdrag gegee dat 'n 2km lange strand op die Corniche gebou moet word. Die Kroonprins se woord is wet. Die Corniche is die seefrontarea aan die noorde van die eiland, wat pragtige tuine, breë wandelpaaie en fietspaadjies het. Gedurende my eerste week in Abu Dhabi het ek die bouwerk gesien en gehoop dat dit darem klaar sou wees voordat ek na Suid Afrika terugkeer. Groot was my verbasing toe ek twee weke later verneem dat dit amptelik geopen is. Hulle speel nie hier met bouwerk nie!

Ek het dadelik besluit om die eerste dag van die naweek te gaan swem, al was die weervoorspelling 47°C. Gewapen met 'n 40 faktor sonbrandmiddel, 'n hoed en my speedo is ek met die taxi strand toe. Die strand was silwerskoon met min mense en stewige metaalsambrele oral geplant. Ek het vinnig vir my 'n lêplek gekry, sonbrandolie gesmeer en afgesit see toe om verligting te soek van die geweldige hitte. Tot my skok was die seewater dieselfde temperatuur as die warm water van my woonstelstort! Die Arabiese Golf se water is die warmste seewater in die wêreld, 32°C, en die soutinhoud is so hoog dat jy dryf, soos in die prentjies van mense wat die Dooie See besoek. Jy lê eenvoudig op jou rug en jou voete en knieë steek bo die water uit soos jy dryf. Die water is oor die algemeen helder en 'n pragtige groen kleur, maar weens die konstruksie was dit nog effens troebel.

Dit wil voorkom asof toegangsbeheer streng toegepas gaan word, want alhoewel toegang verniet is, is daar sekuriteitswagte wat ongewenste koekeloerders vinnig verwyder. Die swemarea is afgemerk met boeie en lewensredders blaas vinnig en senuweeagtig fluitjie as jy bietjie naby aan die nette boeie kom. Ek wonder of hulle kan swem.

Ek het maar rondgeswem om af te koel, toe ek 'n vrou en 'n tienerseun naby my hoor Afrikaans praat. Ons het aan die gesels geraak en nadat die vrou haar man geroep het, om die verskynsel van 'n mede-Suid Afrikaner te ervaar, het ons behoorlik aan die gesels geraak. Gelukkig het die 40 faktor sy werk gedoen, anders het die son van my 'n faktor gemaak. Die gesin is my en Maggie se ouderdom en het onlangs na Abu Dhabi verhuis, met die seun wat in Suid Afrika bly om te swot. Hulle het my uitgenooi om die volgende dag saam met hulle na Dubai te gaan om dit te gaan verken, wat ek met alle hande aangegryp het.



Dubai: Groter en beter?

Dit is min dat ek nie eintlik woorde het om 'n plek of iets te beskryf nie. Dubai is een van hulle. 'n Mens moet eintlik nie direk na Dubai toe gaan nie. Jy moet eers 'n paar dae in Abu Dhabi bly om gewoon te raak aan die oortreffende trap. Dan gaan jy Dubai toe. Ons glo maklik Amerikaners wat spog dat hulle goed altyd groter en beter is as die res van die wêreld. Die mense van Dubai het dit ter harte geneem en alles wat hulle doen, is groter en beter as wat enige iemand vantevore gedoen het.

Alhoewel Dubai ongeveer 150km van Abu Dhabi is, is die twee stede feitlik vas aanmekaar. Verder noord van Dubai is die stad Sjarjah reeds vas aan Dubai en vir ongeveer 70km aanmekaar is dit net stadsgebied. Die verkeer was druk vir 'n Saterdag en ek het my verkyk aan die wolkekrabbers, wat soos hare op 'n hond se rug staan en waarvan die kleintjies niks minder as 50 verdiepings het nie. Geboue in Dubai mag net vir 20 jaar staan, dan word hulle gesloop om plek te maak vir groter nuwes. Die hoogste gebou in die wêreld, natuurlik, word tans hier gebou en dit is reeds maklik twee keer hoër as enige ander gebou in die omgewing. Blykbaar al 138 verdiepings hoog (sien foto).

Die grootse mall in die wêreld, natuurlik, is ook hier. Dit is die Emirates Mall en ons het daar 'n draai gemaak. Jy het meer as een dag nodig net om deur dit te stap en op 'n Tygervallei-sentrum skaal is dit waarskynlik so groot soos Tygervallei met al sy parkeerplek en al die winkelsentrums binne 'n radius van 1km. Die mall het sy eie stapklub, waarvan die lede soggens in hulle stapklere daar bymeekaarkom en dan vir kilometers binne die Mall stap. Ons was vroeg daar en het die stappers, wel... raakgehoop. Een dag is hopeloos te min om selfs net deur te stap. Ons het koffie gedrink en my gashere het my 'n skihelling binne die winkelsentrum gaan wys. Sowaar met sneeu agter dubbele glas, met die temperatuur wat op -4°C gehou word, terwyl dit oor die 40 buite is. Ski-instrukteurs was binne besig om kinders te leer ski.

Die verkeer het erg begin raak, want daar is heelwat verkeersirkels in die stad, wat nie goed gewerk het nie en in die proses is om uitgehaal te word, met die gevolg dat die konstruksie die verkeer beïnvloed. Dubai lyk soos een groot bouterrein, want ek het in my lewe nog nooit soveel hyskrane gesien nie. Blykbaar is 10% van al die hyskrane in die wêreld op die oomblik in Dubai. Ek kan dit maklik glo. Ons het na die strand se kant beweeg, want die volgende plek op die agenda was die Burj el Arab hotel (foto hierbo), wat soos die seil van 'n skip lyk. Dit is indrukwekkend en busse vol toeriste stop langs die strand om foto's daarvan te neem, maar dit kan nie in dieselfde asem as die Jumeirah Palms genoem word nie. Laasgenoemde is die eerste en kleinste van drie behuisingsontwikkelings wat op mensgemaakte eilande in die vorm van 'n palmboom in die see gebou word. Die afstand van die een kant van die "stam, om die takke tot aan die ander kant van die "stam is ongeveer 29km. Die eerste kopers in Jumeirah Palms het sowat UAD1m vir 'n erf betaal, maar plekke verkoop nou vir UAD25m. Dis net die prys van die gewone huise in The Palms, wat darem elkeen sy eie strandfront het. Daar is ook 'n eilandgroep, The World, wat in die vorm van 'n wêreldkaart gebou word. Jy koop vir jou 'n land, wat 'n eiland is, maar jy moet 'n boot hê om daar te kom. Een van van die ontwikkelings in Dubai is 'n kanaal wat reg rondom die stad gebou word, wat die strandfront met nog 'n 70km sal verleng. Nodeloos om te sê dat bote hier gewild is. Grottes wat baie geld kos. Eksotiese motors is oral te sien en ek het meer Bentley Continental GT's, Ferrari's, Lamborghini's en Porsche gesien as ooit vantevore in my lewe saam. Range Rovers is alledaagse voertuie en ek het in een straatblok waar 6 voertuie gestaan het, drie Range Rovers, 'n Aston Martin DB9, Ferrari en Land Cruiser 200 agtermekaar getel. Almal voertuie wat R1m en meer kos (behalwe die Cruiser)

Ons is hierna na nog 'n mall vir middagete. Dit bestaan uit 4 malls, wat elkeen 'n kultuur verteenwoordig, maar wat vas aanmekaar is. Die tema van die spesifieke mall strek regdeur die



versierings en dit is eintlik baie eksoties. Daar is Chinee's, Indiese, Persiese en die vierde was ons nie in gewees nie. Jy het tyd nodig vir mall crawl.

Dit was tyd om huiswaarts te keer, maar my gasheer wou eers gaan wys waar mens kar koop. In die buitewyke van Dubai is 'n sentrum so groot soos 'n klein dorpie waar daar eindelose rye voertuie staan. Die gewone voertuie staan ry op ry en toe onder die stof, maar die meer eksotiese voertuie is onder afdakke. Noem 'n voertuig se naam en hy is daar. Ek het selfs die nuutste Skyline GTR gesien, 'n fantastiese vinnige Nissan wat programmeerbaar is en waarvan net 4 na Suid Afrika toe kom. Range Rovers is in oorvloed en hier is ook heelwat Ferrari's, Porsche's en Amerikaanse sportmotors soos Corvette's, Dodge Vipers en Ford Mustangs.

Ek was bly om weer terug te wees in Abu Dhabi, want Dubai is oorweldigend. Dit gaan moeilik wees om hierna enige plek weer in perspektief te sien.

In die volgende aflewering:

Waarom Arabiere baarde het – 'n storie uit die wilde weste

NS. Die oorspronklike Kameelstories is in boekformaat met foto's en diegene wat dit wil kry sodra dit vrygestel word, is welkom om my te kontak by chris@kumnandi.co.za

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April 2008

The Dusty Way – Club Trips, Reports & Feedbacks

WOMAN'S DAY CELEBRATION – NOORDEPARK PENSIONER PROJECT

Women's Day has been celebrated in South Africa since 1956, yet many South African women have never celebrated this day. This was particularly true for a number of elderly ladies Noorderpark, Pretoria North, who are battling to make ends meet.

"The Boss" Alan, gave Anne-Marie and I the responsibility of arranging an event for the ladies of the club for August. Being our first event, we were at a loss as to what to do because a traditional 4x4 event would exclude too many ladies. With ideas being either too extreme or too boring, we were starting to worry about timing. Ultimately, we decided to stick to what we do best – caring for others!

It was agreed to reach out to those less fortunately than ourselves. Much research was done to find the correct project because there is just **so** much neediness and destitution! We were introduced to some of the people from Noorderpark and decided this is it!

We set about sending out requests for donations to a number of companies and also to our club members. Initially the response was slow, but it ended up being close to a small avalanche. Donations poured in and a number of club ladies offered to assist with the project. A quick calculation indicates that the total value of the donations (other than the food and cleaning materials donated by members at the Cheese and Wine) amounts to almost R29 000! It would be difficult to mention all the sponsors, but the following sizeable donations need to be singled out: Pick 'n Pay Hypermarket Faerie Glen (hampers & blankets), Altimax Training Academy (Meal & cash), Tuberflora (pot plants), Arrow Signs (decals), Improchem (cash) and George Prinsloo (carpets). Without the generous support of everyone, this function would not have been possible.

After much organization, phone calls, making up parcels, wrapping of gifts and preparations, the day eventually dawned.

We arrived with vehicles heavily laden with goodies and gear for every possible situation ... we are campers after all! Tables, flasks, cable ties, basins, towels, water tank, first aid kit, you name it and we had it – prepared for any situation. Our convoy attracted much attention with an array of vehicles marked with our club's spanking new decals. They probably thought ... girls, girls and more girls, wonder where they are going?

Our team of "Girls who Care" came together rather apprehensively – not knowing exactly what to expect. Most were worried about having to do massages for the first time, but Mia Ungerer carefully explained the process and set the example to follow. However, we hit the ground running, hanging up curtains, setting tables, setting up our "work stations" for the massages, packed the games and books into the new book case, put up the DVD player, etc.



With just 15 minutes to spare, we were ready for the fun to begin. The previously dreary community hall had been transformed into a warm, bright, colourful and cheerful room.

The Noorderpark ladies started turning up in small groups, also not quite knowing what to expect. All but two ladies, who were visiting their children for the weekend, joined us. Everyone had adorned their prettiest outfits and combed their hair. We welcomed them all, introduced the club ladies and got them chatting over a cup of tea and handed out small gifts to all. After tea, they were treated to a hand massage. One of the ladies commented that that was her very first massage and manicure in 80 years – what an honour to give her this pleasure. The massage was accompanied by light hearted chatter, enquiries about family and lots of laughter.

Lunch was a feast and we even managed to provide a plate of the great food to the men folk of the community. Lasagne, salad, bread rolls and baked pudding with custard were on the menu. It really was heartening to see how they helped and supported one another.

Flowers, hampers and blankets were delivered to each of the 22 homes. The hampers contained basic cleaning materials, toiletries, rusks, sweets and non-perishable foods. The reaction was similar from each home: "Is all of this for us, there is already so much"!

We ended the day with lots of smiles, hugs and kisses as well as huge appreciation for the love, caring and provision of things so many of us take for granted.

It was a day of giving and receiving – it is truly an honour to be involved in a club that cares so much! A warm **thank you** to each and every one who contributed to the success of the day.

Elmarie Swanepoel – (Project Leader)

Hi dames, Liewer laat as nooit!

Ek wil uit die diepte van my hart vir een en elkeen dankie sê vir jul harde werk maar veral jul wonderlike gesindheid teenoor die ou menses van Noorderpark. Dit was so lekker om saam met sulke raakvat vrouens te werk wat speel-speel die werk met 'n groot glimlag gedoen het.

Aan die jonges veral, baie dankie - julle attitude was great! Julle het almal se harte tjoklits laat klop. Ek maak nie graag uitsonderings nie, maar moet darem net hierdie noem: Sonet, baie dankie weereens vir die borduur van die lappies - ek weet dit vat baie tyd maar is met baie liefde gedoen. Lynette, dankie vir jou moeite met die insamelings en jou bereidwilligheid om so ver sonder Peet en die kinders te ry. Natalie, jou entoesiasme was aansteeklik! Charmaine dankie dat jy nog kans gesien het vir hierdie projek met alles wat jy vir die klub doen. Laaste maar beslis nie die minste nie, Anne-Marie - ons was 'n great span. Dankie Vriendin vir al jou insette, dit was lekker om saam met jou aan die projek te werk! Ten minste het ons nog 'n hele paar kuiers ingewerk met al die "vergaderings" wat ons moes hou om die reëlings te tref en alles te bespreek.

Dankie aan Alan vir jou hulp en leiding, dit word raakgesien en waardeer. Ek glo dit was soms maar moeilik om eenkant te staan en vir my en Anne-Marie te laat hardloop met die projek maar hoop dat ons die klub se naam hoog gehou het.

Ek dink ons het almal 'n traan of twee weggepink en dit was 'n wonderlike gevoel om iets terug te gee aan hierdie mense wat dit soveel waardeer het. Ek hoop regtig dat ons weer in die toekoms



so-iets kan aanpak en stem saam met Anne-Marie dat ons dalk net nog 'n keer die hele groepie moet bederf. Ek glo hulle het laaaaanklaas 'n vleisie gebraai.

Groete
Elmarie Swanepoel (Project Leader)

Hi Alan,
Would just like to extend my thanks to Elmarie and Anne-Marie for arranging this outing to the Noordepark home, I really enjoyed myself! Those old people were so grateful for everything they got, the one old oom asks "sjoe dogter is jy seker dit is alles vir my?" The one lady that sat by me for a hand massage kept holding my hand tight when I was trying to massage it! I got such a lump in my throat when I got a hug from some of them because they held me so tight to say thank you! I don't think any of us will ever forget what happened that day!

Lynette my maaitjie dankie vir al jou moeite jy het ook baie bygedra vir die dag! When I got home I realised that I have a lot to be grateful for, even though we are struggling with our finances due to the current economic conditions! I am living like a Queen in luxury compared to those families!

I am disappointed in my self that I didn't get more involved before the time, but next time there will be no excuses! Thank you once again!

Best Regards,
Natalie van der Westhuizen

SERENDIPITY 4x4 DAY TRIP

The discovery of something fortunate: the accidental discovery of something pleasant, valuable, or useful.

That is exactly what our weekend venue was. We thank Alan again for introducing us to yet another quality location. Nigel and I were fortunate in being able to sneak off to this venue 24 hours before most of the club.

We arrived at our campsite and found pristine bushveld wilderness...and the Jarvis family! What fun. We spent a tranquil night and were fresh and ready for the trail in the morning. After a wonderful cooked breakfast, we joined the group down at reception. The trip was well attended, with several new faces.

Our group was lead by Alan, who although was under the weather with flu, gave us 110% of his expertise as usual. It was so interesting to hear the history of that part of the Waterberg too. This trail was quite long by our usual standards and by my reckoning; we were away for about 4 hours. During this time, some of us were introduced to some serious hill climbs and descents. As they declare in the film credits, no 4x4s were damaged during the passing of this day!

As we came down from our drive, Morne had already assembled his group under the shade of the trees. A lovely big fire was waiting for us to cook our lunch. Here we spent a few relaxing hours, just catching up with our fellow club members and making new friends.

As the group made their way home, we went up to our campsite to pack our Chobe and head home, full of satisfaction and longing for the next mini-break.



We wish to thank Alan Goodway, the Jarvis family and all of our fellow club members for a wonderful trip. How privileged we feel to be part of this well behaved, friendly group.
Denise & Nigel Wilshire – Back Door

On 10 August 2008, 14 vehicles from the 4x4 Offroad Adventure Club met at the Total Petroport just outside Pretoria. Another 2 vehicles spend the night at Serendipity and we were to meet up with them at the location. Just after 7, after the group completed the necessary indemnity forms and had some coffee to warm the body against the chilly winter morning, we set off North for what promised to be a stunning day 4x4'ing. The convoy was split into two groups with about a 500m gap in between, to minimize the effect of such a large convoy on other road users.

After an easy drive, with some vehicles almost missing the turn-off, we arrive at Serendipity at about 09:00, where the front of the convoy was waiting, just inside the gate. We continued to the open parking area and while Alan sorted out the paperwork and payment at the office, the rest of the participants attended to deflating tyres. After a short briefing from Alan and an appropriate warning from Jonathan about quadbikes crisscrossing the 4x4 track, the first group, under the guidance of Morné, set off to tackle this 12km long trail. Since this is not regarded as a very technical trail, some hardcore men handed the reins to their fairer navigators, for them to also gain experience and confidence in driving 4x4 trails and obstacles. You never know when they might have to take over in an emergency!

The very first obstacle, right at the beginning of the 3 hour trail, called for picking the correct line, some careful guiding and engaging diff-lock (This is where Henry realised that if you don't use your diff-lock for some time, it doesn't engage on the first try!). After everyone made it to the top of the incline, we continued with the trail, with some less challenging obstacles on the way. The next big obstacle was a decline with some nasty rocks at the bottom, where you could do some serious damage to the vehicle's undercarriage if the correct line was not followed and you're not sticking to the basic rule of offroad driving: As slow as possible... Once again all the vehicles made it through the obstacle and up the mountain without any damage or incident.

Driving past the empty, muddy dam, where the kids (and some men pretending to be kids) were swimming on my previous visit, one realises how dry this area is and how much the farmers are dependant on the rain. A short drive past the dam, we stopped at the halfway picnic spot next to the river and amongst the trees, for quick 20min leg stretch and some picnic goodies.

A big part of the second half of the trail follows the river, driving over some loose rocks, in and out of the dry river bed, which is a complete different story in the rainy season, when the slopes are wet and slippery! After a very scenic drive up and down the hills, we came to the very first obstacle again, but this time descending the loose, rocky decline. Again, everyone made it down successfully and we made our way to the Riverside picnic area.

After almost 5 hours on the trail, everyone needed to just sit back and relax under the trees. With wood supplied, Morné quickly lit the fire and everyone settled down, discussing the trail, their vehicles and the diversity of flora in the area. Just as some of us were ready to put the meat on the coals, the second group joined us, all tired looking and dusty faces. As the meat came off the coals and everyone had filled their tummies, one by one, they departed to tackle the busy N1 back home and by 16:00, almost everyone had left (except those who misjudged the cooking time of their chicken).

Serendipity remains one of the club's favourite trails and combined with a weekend camping, a must do. For the seasoned 4x4'er it's a relaxed and scenic drive, with a couple of challenging



obstacles (especially in the raining season) to keep you on you're toes. For the less experienced its an excellent trail to get to know your vehicle, its capabilities and learning the basic skills of responsibly 4x4 driving. Overall, a great day was had by all participants and ending the day off with a braai in the company of friends and fellow club members, made the day just so much more enjoyable and the road back to civilization, much less stressful.

Morne & Natalie vd Westhuizen - Guides

Hi Alan,

We actually owe YOU the thanks! Thank you for arranging the additional group which enabled us to participate. As new members participating in our first event we had a wonderful experience.

Your patience and guidance enabled us to really enjoy the outing, and meeting the other members was great. They are all friendly hospitable people and we believe that joining the club was a correct move on our part.

Thank you& Regards

Rod and Joan Pistorius

Thanx, we also enjoyed the day. Nick and Jinny were impressed with the organization that went into the day. Kind regards

Raleigh Gordon

KALAHARI ADVENTURE – MIDAS TRIP

Hi Alan,

Just a short note to let you know that I got home safely at 19h30 after only getting away at 15h45 in Vryburg. It was a great trip and thank you for making it all possible. Please also thank the rest of the team, Alex and Alta.

Regards

Malcolm van Coller

JOBEDI GAME RESERVE / MELKRIVIER 4x4 WEEKEND

Because of work commitments, and Johannesburg/Pretoria traffic, the participants of the Jobedi weekend getaway skipped the rendezvous at the Petroport, and made straight for the campsite situated outside of Vaalwater. Most of us had our tents, caravans or trailers up and prepared for the weekend by 17h30, with two late-comers making camp in after dark. One of the club members had to erect a trailer tent that he had never seen before – in the dark. But by 8pm, everyone had shelter for the night, and the braai fires were burning. There was a lot of conversation around the fires, with older members meeting with the newer members, and meat being braaied.

The next morning we were up and ready for a chat with Trevor, who works at the Jobedi Game Farm, by 8h30. He gave us some info regarding the Melkrivier 4x4 Trail that we were going to do that morning, as well as telling us about Jobedi's leopard collaring program. When we booked in the previous day, Trevor mentioned that he hoped to have a surprise for us on the Saturday. During our chat, he said that the surprise was not to be, and elaborated that they had found a leopard kill about 3km from the campsite. The staff had taken some of the kill and baited a trap, hoping to catch the leopard for their research. The leopard, however, was too wily to fall for that, and had ignored the bait. Trevor was of the opinion that this specific leopard was a large male who had been trapped twice before, and had thus learnt about traps.

Upon studying the map of the trail, and taking into account the fact that some members wanted to watch the rugby, we decided to cut out all the red sections, bar one. This way, we would be at a



view point by lunch, have something to eat, and the ones who wanted to watch rugby could then make their way back on the main road, whilst the rest of the group completed the course. Well, that was the plan anyway.

Tyre pressures were lowered, and we made our way onto the trail. The going was good, driving on a gravel road that wound its way along the perimeter fence of the farm. There were one or two spots where we had to get out of the vehicles and inspect the trail, but everyone handled the obstacles with ease.

We then got to the first of the red sections, the one that we decided to do as it was short, and, according to Trevor, not as bad as the others. Out we get to inspect the obstacle, AND IT WAS STEEP – WITH STEPS – AND SHARP BENDS.

But it was doable, and with a guide, everyone inched down the incline, made the bend, and drove into the gorge to await the other side. (Frans Jarvis got the nickname of Princess Di, because as he was driving the decline, he mentioned that he felt like the celebrity because of all the paparazzi taking photos of him)

The other side was different. The gradient was very steep, with some nasty steps that needed to be negotiated. SO WE STARTED ROAD BUILDING. Frans Glanville showed the rest of us how it should be done, by lifting boulders, and moving them to where he thought they should be. When the rest of us tried to SHIFT that same rock, it hardly moved. Don't mess with sterk Oupa!

We built the road little by little as we moved the first car up the hill. It was slow going, because the road was built according to what we thought was needed, but then the vehicle got blocked by a step, or lost traction. Eventually the first vehicle reached the top of the hill after taking about 45 minutes to move 100m. This scenario was to replay itself over and over again during the course of the morning, as each vehicle that moved up the hill spun the rocks out. All these rocks had to be repacked according to the ground clearance of the next vehicle. The only two vehicles that managed to drive up the hill with no difficulty were a Disco 3, and a Defender with ARB difflocks.

All the vehicles cleared the obstacle at about 1pm, and the decision was made to head to the viewpoint via the main road, have lunch, and then those who weren't watching rugby would complete the top loop of the course. The route to the viewpoint had been closed, and we had a late lunch at a semi dry "swemgat" instead. After lunch, we decided, in light of the strenuous exercise building roads, to head back to camp, with a detour to the local cheese farm for those who felt so inclined.

The cheese farm was a very pleasant experience, where one could sit on a wooden deck, and sample some award-winning goat's milk cheeses. The children enjoyed a tour of the dairy and farm, and they could even pet day old kids. We made our way back to the campsite, where some VERY brave children tried out the swimming pool.

That evening, the fires were lit, and everyone gathered around to cook supper. There was even lamb roast being prepared in a Cobb. As the evening wore on, we were lucky enough to hear a pair of jackal calling not far from the campsite.

After dinner, the kuiervuur was stoked, and we sat in a circle around the fire, talking, and just enjoying each other's company. Everyone left for bed at about 11pm.



The next morning was a lazy morning, with most people getting up after 8am. The first person left at 9h30, with the last leaving late in the afternoon.

All in all, it was a pleasant getaway weekend, that taught us the value of planning your line when offroading, and the importance of having the right equipment, such as gloves, for rock work.

Many thanks to the club members who made the weekend a memorable one.

Mike Collinge - Club Guide

Howzit Alan, just want to say thanks for Mike for a great weekend at Jobedi. Was great to getaway and relax. Special thanks to Frans who spearheaded our roadbuilding exercise in Tierkloof. Was great fun.

The Habigs

Hallo Alan

"Tierkloof", the shorter of the two grade 5 sections on the Melkrivier 4X4 Route turned out to be a real challenge. Our descent into the kloof went off without any problems but on the exit-incline conditions were really bad with a lot of loose rock and "terraced" levels to be traversed. A joint effort by all the drivers to place rocks for access and well supported by the ladies saw all vehicles clear the obstacle with none or minor damage.

Rowan and I certainly learnt a lesson regarding tyre pressures, having deflated the Pajero's wheels to 2 bar prior to departing we were amazed that the ambient temperature & a couple of attempts to cross the first section had raised the tyre pressures to between 2,2 & 2,5. Perhaps a defective tyre pressure gauge misled us into thinking we had started with 2 bar tyre pressure???

A further decrease in pressure to 1,8 bar saw a significant improvement in tractability and we exited the kloof without further mishap. Thanks to all the drivers who assisted in collecting and packing rocks for each vehicle to pass through.

To Mike & family thanks for the patience and encouragement, Jonathan for sharing the night skies with us and all the other member families for an enjoyable weekend.

PS. I would really reconsider attempting to drive this kloof and the other one on the trail as there is serious risk of damaging a vehicle.

Regards

Frans & Denise Glanvill

Hi Alan

Please thank Mike for the Jobedi weekend. It was just what we needed after some difficult weeks in the office. Excellent weekend. Also thanks to Frans, Rowan and everybody who helped "building" the road to get us out of the Tierkloof.

Regards

Parsons Family

FINAL BRIDGESTONE CHALLENGE EVENT 2008

Congratulations and well done on your nomination as Bridgestone Ambassador, we are very proud of our leader!!



Elmarie Swanepoel

MOZHELP – A MUST HAVE EMERGENCY NUMBER

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

MOZHELP consists of a number of professional service providers who provide emergency medical services, lawyers, doctors, roadside and security assistance services in Mozambique. For more details about MOZHELP emergency services in Mozambique please visit our website at www.mozhelp.co.za.

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348 600 Km's, white, B/Bar, T/Bar, Radio/Tape, Blue-Grey Upholstery, Lady Driver. No Accidents at all, Mechanically excellent, ~ No Rust, 4 brand new tyres and 4 x 4 shocks (Old Man Emu) all round and steering shock ~ value R 12 000. Aluminium roof rack included value R 7 000.

Just spent R 16 000 at Toyota in Polokwane to fix all small oil leaks, service etc. Still have left over spares, head gasket and valve seals from full gasket set paid for.

PRICE : R 115 000.00

Contact : Pierre 082 8888 938

ROOF RACK 4 SALE

Roof rack for sale - Front Runner Wind Cheetah - approximately 1940mm x 1340mm complete with "clamp on roof rail clamps"- fits most cars with factory fitted roof rails

Thanks

Frans Glanvill - glanvill@icon.co.za

MITSUBISHI COLT RODEO DOUBLE CAB 2800TD 4X4

A bargain entry into 4x4 family holidays! This Colt is in good condition, confirmed by the AA report I had done. The engine is in particularly good condition, with the assistance of an exhaust gas



temperature gauge. A technical friend of mine says it should last another 200 000 to 300 000km with continued sensible driving.

I am only selling it because I have been offered a new pre-retirement vehicle through work. I will sell it for R80 000 with or without the R24k "safari" extras. 1999 model, 4x BF Goodrich All Terrain tyres almost new (only 3000km old), 195 000km, snorkel, 130 lt extra fuel tank, 85 lt water tank, canopy, Roof Top Tent, air helper springs, 2 tables (1 with shelves & screen for cooker), 2x sandladders, second battery for accessories with fitted power plugs throughout canopy, winch.

Contact owner: Dave Raulstone 0832722996 draulstone@gmail.com

Flat Wheel – Light Relief

TODAY'S SURVIVAL TIP:

Next time you are too drunk to drive, Walk to the nearest Debonairs, Place an order, And when they go to deliver it, Catch a ride home with them.

Update to today's survival tip:

When catching a lift with the delivery guy give him the long directions home - after 45mins you will get the pizza and the lift for free

GLOSSARY OF ENGINEERING TERMINOLOGY

"That's interesting" = I've never seen anything remotely like that before

"We'll just run diagnostics" = I wonder if that will give us a clue

"OK, that's good" = what the hell was that noise?

"We've noticed some failure evidence" = something's burning

"A number of different approaches are being tried" = we are still pissing in the wind

"Major technological breakthrough" = it works OK, but looks very hi-tech

"All new" = parts not interchangeable with the previous design

"Rugged" = too damn heavy to lift

"Lightweight" = lighter than rugged.

"Energy saving" = achieved when the power switch is off

"Low maintenance" = impossible to fix if broken

"An extensive report is being prepared on a fresh approach to the problem" = we just took on three new university graduates

"Close project co-ordination" = we know who to blame.

"Customer satisfaction is assured" = we are so far behind schedule the customer is happy to get it delivered at all

"Preliminary operational tests were inconclusive" = It blew up when we turned it on

"Test results were extremely gratifying" = we were amazed to find it works

"The entire concept will have to be abandoned" = the only person who understood the thing has left

"We will look into it" = Forget it! We have enough problems for now.

"Please note and initial" = let's spread the responsibility for the mess

"Give us the benefit of your thinking" = we'll listen to what you have to say as long as it doesn't interfere with what we've already done.

"See me, or let's discuss" = Come into my office, I'm lonely

"Years of development" = One finally worked.



WHY IS THE WEDDING RING WORN ON THE 4TH FINGER?

This is very interesting! Why should the wedding ring be worn on the fourth finger? There is a beautiful and convincing explanation given by the Chinese.....

Thumb represents your Parents
Second (Index) finger represents your Siblings
Middle finger represents your-Self
Fourth (Ring) finger represents your Life Partner
& the Last (Little) finger represents your children

Firstly, open your palms (face to face), bend the middle fingers and hold them together - back to back. Secondly, open and hold the remaining three fingers and the thumb - tip to tip. Now, try to separate your thumbs (representing the parents)...., they will open, because your parents are not destined to live with you lifelong, and have to leave you sooner or later.

Please join your thumbs as before and separate your Index fingers (representing siblings)...., they will also open, because your brothers and sisters will have their own families and will have to lead their own separate lives.

Now join the Index fingers and separate your Little fingers (representing your children)...., they will open too, because the children also will get married and settle down on their own some day.

Finally, join your Little fingers, and try to separate your Ring fingers (representing your spouse). You will be surprised to see that you just CANNOT....., because Husband & Wife have to remain together all their lives - through thick and thin!!

A TRUE STORY?

In 1986, Peter Davies was on holiday in Kenya after graduating from Northwestern University. On a hike through the bush, he came across a young bull elephant standing with one leg raised in the air. The elephant seemed distressed, so Peter approached it very carefully.

He got down on one knee, inspected the elephant's foot, and found a large piece of wood deeply embedded in it. As carefully and as gently as he could, Peter worked the wood out with his knife, after which the elephant gingerly put down its foot. The elephant turned to face the man, and with a rather curious look on its face, stared at him for several tense moments. Peter stood frozen, thinking of nothing else but being trampled. Eventually the elephant trumpeted loudly, turned, and walked away. Peter never forgot that elephant or the events of that day.

Twenty years later, Peter was walking through the Chicago Zoo with his teenaged son. As they approached the elephant enclosure, one of the creatures turned and walked over to near where Peter and his son Cameron were standing. The large bull elephant stared at Peter, lifted its front foot off the ground, then put it down. The elephant did that several times then trumpeted loudly, all the while staring at the man.

Remembering the encounter in 1986, Peter could not help wondering if this was the same elephant. Peter summoned up his courage, climbed over the railing, and made his way into the enclosure. He walked right up to the elephant and stared back in wonder. The elephant trumpeted again, wrapped its trunk around one of Peter legs and slammed him against the railing, killing him instantly.

Probably wasn't the same elephant!



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This is for all of my friends who send me those heart-warming bulldust stories.

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).

GAUTENG:

KJ BOLTON CONSULTANT cc

Contact Kevin @ 082 564 3639 or Marietjie 012-6549813

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

PORT ELIZABETH:

Anthony Bruyns

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.

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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/Img_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) 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

11) PB ENTERPRISES – HIGHEST QUALITY POWER SYSTEMS & INSTALLATIONS

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

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

Contact: Pieter Barnard
Tel/Fax: 012 658 5538
Mobile: 083 749 0445
E-mail: info@pbeproducts.co.za



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Call: 083 306 5657
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Editor:**Alan Goodway (GP 1796)**

Registered DEAT Cultural Tourist Guide - National

Professional 4x4 Trail & Overland Guide - National

Accredited 4x4 Driver Training Assessor

Northern Region Chairman - 4 Wheel Drive Guides Association SA

Owner - 4x4 Offroad Adventure Club (Gauteng)

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

4x4offroad@mweb.co.za

(c) 082 603 8321

(h) 012 658 5694

(f) 086 684 9116

www.4x4offroadclub.co.za

About This Newsletter

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

The advertisement for LeisureSure features a collage of images related to outdoor activities and insurance. On the left, there's a scene with a car and people. In the center, a person is shown with a dog. On the right, a car is driving on a road. The text 'LEISURESURE' is at the top, and 'OUTDOOR INSURANCE PRODUCTS' is at the bottom. Contact information is provided on the right side.

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