



APRIL 2007



Trails & Tribulations...

Hi there all you outdoor enthusiasts.

Here is the latest version of the E-Zine. 64 pages of it! The club had a busy month this month, and this newsletter finally came to light after the month ended with a South to North Tour of the Kruger National Park. Of course it was yet another great outing, but spotting 4 of the Big 5 in the first day, and then the elusive Leopard experience later in the tour, certainly made this Big 5 experience a Big 10 out of 10 for those who had the privilege. Over the years I have watched the negative press about the park, but I must say our experience with regard to staff, camp facilities, catering quality and park conservation was exceptional.

Having coined the phrase (although it is not unique!) with the new look newsletter earlier this year, it is interesting to see the sudden proliferation of the word E-Zine in many other newsletters which are now emerging (not only outdoor based). Great though! You get leaders and then you get the followers. Both are essential in life today.

Talking about leaders, the 4x4 Offroad Adventure Club has for nearly 10 years now, been the leader in bringing information to the masses through its Cape based, and later its Gauteng based newsletters (since 2002) for the enthusiast, and has definitely been the leader in bringing training (outside of the many companies doing Driver Training) to the public, especially here in Gauteng.

We have facilitated and offered courses covering Bush Medicine, GPS Fundamentals, First Aid Level 1, Bush Mechanics, Tyre Repairs, Bush Survival and many more across the Western Cape and Gauteng for years. Having recently teamed up with Echo 4x4 to broaden the offering and promote the lifestyle has ensured that we stay leaders like they are, in the field. All courses have and are regularly fully subscribed, with the odd one being cancelled due to unforeseen circumstances. It is with interest that we now watch as the followers follow. Be assured, as the leaders in this field, only bringing the best to the market, we will continue to strive to maintain the 'leading' status to you, the public. Some of the other role players have the experience to bring similar courses to the market, but make sure you get value for money and preferably train with those who can add value through experience and value add. Competition is healthy.

In the coming month of May we offer GPS Training by Kevin Bolton (SA 4x4 call him Mr. GPS SA), Bush Medicine by Dr. Neil van Tonder (this course has successfully run in Gauteng for 4 years now), followed closely the following month by a new course on Fire fighting Fundamentals for the Camping Family. There is also another great 4x4 Bush Survival Course available, which will be attended by the GETAWAY magazine, who will be publishing an article on the course. Yes, these courses all cater for the family, as it is important for everyone to have a good idea of what is going on in the case of an emergency etc. Watch your email for the invites.

Our usual meeting has moved slightly due to my personal time having being limited during March and this first part of April and then the Easter break tour we undertook, so again watch the emails for further details. At this stage we are heading for the last week in April, at a new exciting venue in Centurion.



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Seems there are some ructions in the offroad caravan industry, with unanswered questions reigning (according to emails sent to me from product owners) with customers of a locally based manufacturer of offroad caravans, B'rakhah. One owner pitched to an appointment for a service and get a few things done, and arrived at dead man's door before Easter. Another has far more serious issues. He paid in excess of R150K and has no van! We will try and get some more details on this once somebody answers the phones.

A reader had a bad experience at one of the local trails near Brits, and shares his experience with us. A prompt reply from the owners is also included for fair reporting.

Once again, there is plenty of news from all ports, and as a general information newsletter, not club or company specific; we aim to bring you a central point of reference on a monthly basis. It is great to hear from readers who strip the E-Zine into different bits and store detail in different documents for future reference. It means it works. Thanks for all the positive feedback as well.

A pack of unread magazines yet again lie on my table, and wading through the information is always informative. Glad to see many of the contributors and editors also read, and at times comment, on the usefulness of our newsletter.

Well a new committee has been chosen at the AAWDC level, and the NOW progress is going forward, yet at a slower pace than expected. Get first hand views on what is happening on both fronts, from the AAWDC and NOW (Formalised Driver Training Status Update) at our next Enthusiasts Meeting.

As the traditional rain weather clears (what happened this year?), and the threat of rain lessens, a multitude of shows are available for you to peruse the latest innovations, venues and new opportunities. Make sure you attend at least one, if not all of them. Make sure you get to see the latest in the hotly contested outdoor fridge arena, with the recent launch of LA Sport's new offering.

The debate around 29 MHz radios versus more costly VHF radios continues. However, the new GME GX 300 radios, available for 29 and 27 MHz users, are proving to be a hit. If you are interested, give me a shout.

This month we again head north to experience Camp Africa (Masazane run – see newsletter advert) and all it and the local guides in the Soutpansberg have to offer, hot on the heels of the stunning article on the area in one of the recent WEG magazines. More feedback on this and our Kruger National Park tour ion the next newsletter.

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

What did we do this month....

There are many views on clubbing in the 4x4 industry, and this new section is aimed at quickly showing readers what family orientated clubs like ours typically get up to in during the preceding month. Maybe this will encourage more people to join organised structures (shop around, there are many on offer) and secure the future of the 4x4 industry.... More on our website - www.4x4offroadclub.co.za - for full stories and photographic memories of our exciting and wide spread monthly events.

Club Kids adopt halo the Lion Cub - Lory Park Zoo



Members participate in Heat 1 – Bridgestone Challenge

In the Gorge 4x4 Trail - Gauteng



First Aid Level 1 Course

Weekend at Pilansberg Nature Reserve



Members participate in Heat 2 – Bridgestone Challenge



*Spotted the Big 5 on the Kruger National Park excursion
(More on this in next month's edition)*

Detailed feedback on these events are also available under the THE DUSTY WAY section of this newsletter, where club feedback is given.

Shows, Training & Other Important Events and Dates

- **4x4 Offroad Survival Course – 20-22 April**
- **GPS Training – 12-13 May**
- **Bush Medicine Course – 19-20 May**
- **Fire Fighting for Camping Families – 9 June**

- GPS Challenge - Bridgestone Competition Heat # 3
- GPS Challenge (Public Event) – HEAT 1 GAUTENG – 19 May 2007 (refer www.thegpschallenge.co.za for registration and entry)
- Swaziland FWDC Annual REG Raid Competition – 27-29 April
- The GPS Challenge Finals – 27-28 October

- LA Sport Show – 05-06 May Pretoria
- Outdoor Adventure Experience – Kyalami – 25-27 May 2007
- 4x4 ATV Show – 09-10 June Moot Trim Park, Pretoria
- African Boma 2007 Exhibition – 08-10 June, Pretoria
- DSTV Getaway Show – 24-26 August

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

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

2007

3. Lesotho Long Weekend: 27/4 – 1 May 2007: Start in Clarens – 10 vehicles
4. Serengeti Tour: 6 May – 6 June 2007: Tanzania & Zanzibar – 7 vehicles -Full
5. Serengeti Tour: 24 Jun – 25 Jul 2007: Tanzania & Zanzibar – 7 vehicles Full
6. Lesotho Long Weekend: 9 – 12 Aug 2007: Lesotho – 10 vehicles
7. Bird view Tour: 25 Aug – 1 Sep 2007: Okavango Delta – 10 vehicles
8. Kalahari Tour: 22 – 29 Sep 2007: Botswana – 10 vehicles
9. Mozambique Tour: 17 – 26 Nov 2007: Inhambane – 5 vehicles
10. Namibia Tour: 14 – 31 Dec 2007: From North to South– 10 vehicles

2008

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

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

Kind regards

Alex & Alta

0825706010 or alex@eco4x4africa.com

January 2007



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

LEISURE WHEELS, APRIL/MAY 2007

While other motoring publications are still writing launch articles, Leisure Wheels brings you the first South African road test of Mitsubishi's new Colt replacement, the Triton.

Also in the latest issue, April/May 2007, we take Audi's new 3,6-litre V6-engined Q7 into Namibia's fascinating Khan River, and report on an all-ladies 4x4 trip to the tantalising Transkei. Angola is becoming a popular destination for South African 4x4 adventurers, and Hans Heese tells of his experiences in that country in an article titled "Beyond Savannah and Bridge Fourteen". In South Luanga Loftus Viljoen and friends did not find the rare golden baboons. The baboons found them.

There are also reports on three diverse 4x4 trails -- the Loch Maree 4x4 Route in the red dunes of the Kalahari, the Ngwempisi Gorge 4x4 trail in the misty mountains of Swaziland, and Bergwoning, in the hills of the Eastern Free State.

Other road tests include the Subaru Tribeca, SsangYong's Actyon Sport and the entry-level "S" version of the Land Rover Discovery TDV6 S.

Under new models are the latest Mitsubishi Pajero, Jeep's "Urban Warrior", the Compass, the nifty Mazda5 and the Cadillac SRX, GMSA's luxury crossover sport-utility vehicle. And don't miss the new Buyer's Guide, an irreverent look at what's available on the SUV market.

PRIVATEERS – JOIN THE BRIDGESTONE CHALLENGE

Fancy a bit of competition covering all aspects of basic 4x4 driving, a bit of GPS skills and some surprising other elements. The competition has already started, but as not all the events need to be completed to win (ok, or participate), there is still the chance (last) for people to enter the Bridgestone 4x4 Fundi Challenge 2007. This is only for standard production 4x4's, in other words with minimal and acceptable mods. There are prizes for the winners of each event with a grand prize of a Conqueror Compact off-road trailer worth R65,000.00 for the final winner. The next event is a GPS Challenge starting in Kempton Park. Interested, contact Johan Mostert on 011-923 7500 or on 4x4@bridgestone.co.za

SWAZI REG RAID – DO NOT MISS THIS EVENT!!!!

A 4x4 challenge! Come experience the Swaziland 4x4 Regularity Raid! Pack up the family, passports, camping gear and head for Swaziland. The Swaziland Regularity Raid is organised and run by the Four Wheel Drive Club of Swaziland and is becoming increasingly popular. Entries close at 60 competitors. A wide range of accommodation is available.

This year's Reg Raid will be 27 – 29 April. Commencing in the picturesque Ezulwini Valley it will test your driving skills, your vehicle's abilities and above all your relationship with your navigator! Experience the unspoilt beauty of this majestic Kingdom with a route covering a variety of landscapes. Due to the intensity of some obstacles, only 4x4 vehicles with low-range will be considered for entry.

Friday evening starts with vehicle scrutineering and a driver's briefing. Each competitor will receive a Route Schedule per day. Although this event is held under the auspices of Motorsport South Africa, it is a family event and if you drive responsibly you should not incur any damage to your vehicle. Prize giving rounds off the weekend event on Sunday evening with dinner and live entertainment. Contact Gert Boshoff e-mail gert.boshoff@sappi.com



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“SAFARI 4X4 ROETES” - BRAND NEW 4X4 SERIES ON KYKNET

Pretoria – André de Villiers, Managing Director of the well-known Safari Centre 4x4 Stores, and 4x4 professional with years of experience, is the host of a brand new 4x4-oriented Afrikaans television series on KykNET. “**Safari 4x4 Roetes**” will air on Wednesday, 04 April 2007, in the prime time slot of 19:00. You can also watch the rebroadcasts on Thursdays at 14:00, Fridays at 09:30 and 00:30, as well as Saturdays at 16:30.

This exciting new series will be pure viewing pleasure for both current and future 4x4 enthusiasts, and viewers can look forward to hands-on information on proper 4x4 driving skills, handy 4x4 tips, information on 4x4 equipment and everything else that a 4x4 owner should know! The 4x4 routes which are featured in the series, are spread out countrywide and includes a variety of 4x4 conditions/ obstacles that the 4x4 novice might encounter, when on holiday! “I am going to use my strong mechanical engineering and vehicle development background, combined with my passion for 4x4, to practically demonstrate to all viewers how to drive 4x4,” said André de Villiers recently.

Viewers can look forward to an amazing viewers competition, whereby one lucky entrant will walk away with a Conqueror Conquest Off-Road Trailer to the value of R50 000-00 at the conclusion of the series. A DVD will be made of every episode and will be available at Safari Centre 4x4 Stores and various other retail outlets at the conclusion of the series. The DVD will also include additional 4x4 tips and information on the various 4x4 equipment available. Viewers are invited to send any 4x4-related questions to André de Villiers at 4x4roetes@safaricentre.co.za, upon which he will reply as necessary.

The main sponsors of “**Safari 4x4 Roetes**” are Safari Centre 4x4 Stores, Conqueror Trailers and Control Instruments (Warn Products).

Safari Centre, the leader in the 4x4 industry, offers a one stop service for 4x4 owners on quality accessories and the fitment thereof, as well as camping and outdoor equipment. In addition, customers can be assured that they will receive professional advice from the 4x4 experts. The company boasts branches in Pretoria, Johannesburg, Cape Town, Durban, Polokwane, Windhoek, Ermelo and now also in Vereeniging, with two more branches opening soon in Boksburg and George. For your nearest Safari Centre 4x4 Stores, please contact their National Customer Care Line at 0861.SAF4X4, or visit their website at www.safaricentre.co.za

WEG MAGAZINE NOW PRODUCES AN AFRIKAANS DRIVE OUT MAG...

Teen hierdie tyd het julle seker al gehoor van die **jongste toevoeging** tot die Weg-stal: Die kwartaallikse roetetydskrif **Drive Out** word deel van ons span. Dié tydskrif, wat fokus op **4x4- en 4x2-roetes, -voertuie en -ervarings**, gaan vanaf **Junie tweemaandeliks** verskyn en - baie belangrik - saam met dit gaan ook 'n Afrikaanse weergawe verskyn: **WegRy**.

IT'S SHOW TIME!!!

The LA Sport 4x4 Products in Action Show has become a fixture on the annual 4x4 calendar and 2007 will be no exception. The show focuses on activities, events and product demonstrations for the 4x4, outdoor and destinations market, enabling visitors to really interact with the products and services being exhibited.

Most of the country's major 4x4 vehicle manufacturers will be represented and prospective buyers can accompany the dealers on demo runs around the 4x4 track. The show is known for its practical tips and demonstrations, which include a high-lift jack recovery in the sand, tyre change on a slope, winch recovery as well as Rock Crawl demonstration.



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It promises to be an interesting weekend with loads of activities to keep both young and old amused, with entertainment provided on both days by Pieter Koen, an old favourite amongst crowds. The LA Sport Products in Action Show takes place on the 5th and 6th of May 2007 at LA Sport 4x4 Action Track, 385 Voortrekkers Rd., Capital Park, Pretoria, with gates opening at 10:00 to the public.

Entrance fees are R25 per adult and R10 for children under 12. Ample, secure parking is available on the corner of Myburgh and Eighth Avenue at R5. For more information, visit us at www.lasport.co.za or contact Tinus on 083 560 6336 or Louise on 012 329 4515.

YOU MAY NOW DRIVE ON THE BEACHES.....

When our previous national Minister of the Environment, Mr Vali Moosa, banned beach driving in January 2002 he did so for very good reasons. Our coastal zone had been turned into a biological desert with 4X4s trampling everything from the tops of dunes to the water's edge. In the five and a half years since the ban, there has been a remarkable recovery of our coastal flora and fauna. There have been numerous attempts by interest groups to overturn the ban but the government has stuck to its guns. Vehicles are only allowed onto a beach to launch boats at official launch sites.

On the KwaZulu-Natal coast there are two areas where there are concessions on beach driving. The first of these is Maphelana, where 4 vehicles per day may drive between the concession use area sign at Maphelana Railway Ledge, to the concession use area sign at Zavini to the south. The second area is Sodwana, where 8 vehicles per day may drive between the concession use area sign at the Nine Mile Onramp to the north and the concession use area sign at Adlams Reef to the south. Permits may be obtained from the KZN Wildlife offices at both places at a cost of R250 per day.

These permits are issued daily on a first come basis and are valid for the day specified. The permit allows a vehicle to be driven or remain on the beach for the period of 3 hours before to 3 hours after the low tide during daylight hours only. Vehicles are restricted to the coastal zone between the low and high water marks and a strict speed limit of 40km/h applies.

ECO CHALLENGE SHIFTS FOCUS

Competition series ends but support of scientific research continues. Goodyear South Africa MEDIA RELEASE - February 2007

The exciting annual 4x4 Eco Challenge, established in 2001 by Goodyear South Africa and conservationist Gerhard Groenewald, has tackled its **last adventure in its current competitive form**.

While its focus on scientific research and overland discoveries will continue, the highly competitive aspect of the series has come to an end. Dubbed "the thrill of a lifetime", the pioneering 4x4 Eco Challenge was founded primarily to promote eco-awareness, improve 4x4 driving skills and encourage responsible off-road driving. With respect for the environment now at an all-time high and the Eco Challenge concept having spawned a host of similar operations, the organisers and its chief sponsor, Goodyear, considers the project: mission accomplished.

"We feel we have successfully achieved all that we set out to do with the Eco Challenge. The concept was created at a time when 4x4 vehicles were being handled irresponsibly in terms of their environmental impact. Since then, knowledge of and respect for environmental sensitivities have become cemented in the minds of most off-road drivers," said Goodyear Sales and Marketing Director Mike King.

"The awareness created around events like the Eco Challenge has further encouraged forward-thinking government regulations surrounding off-road driving and ecology. Still, as long as Goodyear manufactures off-road specific tyres like those in our acclaimed Wrangler range, we will maintain our commitment to 'going anywhere, but only where we're welcome'."

As off-road competitions go, the 4x4 Eco Challenge was truly unique. Each year, finalists participated in a different environmental research project specific to the area in which the event was held. Some of the highlights include tagging Bronze Whaler sharks on the Skeleton Coast, mapping the distribution of reptiles for the Southern African Reptile Conservation Assessment (SARCA) programme and, in 2006, the ground-breaking discovery of a new bat colonies in an uncharted cave system in Mozambique.

"The 4x4 Eco Challenge was the first and biggest of its kind," said Groenewald. "Over the years it attracted prestigious 4x4 vehicle manufacturers and trained thousands of offroad drivers. Professional coaching throughout the event concentrated on driving techniques in a variety of terrains and included lectures about environmental impact, conservation and overland travel in Africa."

The Goodyear Academy remains committed to its policy of involvement with scientific and environmentally oriented projects. With the support of Goodyear and Toyota, the Academy will continue its work with SARCA, bird and bat research as well as the Hi Q sponsored school projects. "Training has already begun for the next research trip into Africa, specifically Mozambique. We aim to promote environmental awareness, fine-tune 4x4 driving skills, encourage responsible off-road driving and increase the pleasure all 4x4 owners can get from our magnificent environment, today and long into the future," Groenewald commented.

The Goodyear Academy is also involved in National Parks ranger driver training at its 'Serious Freedom' 4x4 Training Academy at Klipbokkop. The Academy is run by the Groenewald family and is distinguished world-wide for its emphasis on eco-sensitive driving. In 2006, more than 550 international trainees were put through their paces at Klipbokkop.

Photographs are available on www.4x4ecochallenge.co.za or on www.motorpics.co.za .

MOZI REPELLANT THAT WORKS!!!

Hier is die Mozi Mix resep:

- 1 x Bottel Tabart Lotion (150ml)
- 1 x Bottel Detol (250ml)
- 1 x 500ml Sduit Bottel

Gooi al die Tabart in die spuit bottel, gooi 'n bietjie detol in die tabart bottle en skut goed sodat jy al die tabart uit kry, gooi dit dan ook in die spuit bottel. Herhaal die detol in die tabart bottel indien nodig. Gooi dan al die detol in die spuit bottel. Maak dan die bottel tot by die 500ml merk vol water, dit is omtrent 100ml. Skud goed voor gebruik.

Groete,

Peet Koekemoer

(We have used this mix...and it seems to work well! Ed.)



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TROUBLE AT MOGATLE 4x4?.....

ONVERGEETLIKE NAWEEK

Alex / Renee

Ek wil graag my absolute ontevredenheid aan julle verduidelik i.v.m. laas naweek, spesifiek Vrydag 16/03/2007:

1. *Toe ons daar aankom, kon die dame wat ons ontvang het amper nie op haar voete staan nie. Ek het gedink dis eienaardig maar niks gese nie.*
2. *Ons is toe na die kamp plekke toe en het kamp opgeslaan waar kinders met hulle "quads" en later volwasse mans ook deur die kamp soos absolute maniake gejaag het sonder ophou. (Julle kamp plek is 'n stofbad)*
3. *Nie lank nie, of die groep van so 10 of 12 mans begin musiek kliphard speel en vloek en skreeu soos besetenes.*
4. *Die partytjie het aangegaan tot 02h00 Saterdag oggend. Later, voordat hulle rus gekry het, het een van die manne met 'n "Quad Bike" deur die rockpool gejaag vir ongeveer 45minute en selfs 'n dronkaard met sy Landcruiser het deur die rock pool gery.*
5. *Ons het omtrent so 23h00 vir die manne gevra om stil te raak maar is net uitgejou", waarna die partytjie voortgegaan het.*
6. *Omtrent 06h10 Saterdagoggend is die partytjie weer voortgesit met harde musiek en geskreeu en gejaag van Quads. Daar was drankbottels die wereld vol tot in die badkamer!*

Ek en my gesin en vriende het regtig uitgesien na die naweek en die 4x4 roete, en die rustigheid wat op julle website weerspieel word, maar wie wil saam met n klomp besope roekelose mense wees. Dis nie net gevaarlik nie maar ook baie irriterend! Geen wonder daar moet 'n gids saamry nie!

As Moegatle Lodge sinoniem is met die soort optrede en dronkpartytjies wil ek van die geleentheid gebruik maak om enige persoon wat julle Lodge oorweeg ernstig af te raai. Nie net het julle geen respek vir ander mense met jong kinders nie maar ook vir die natuur. Duidelik het julle min of geen ondervinding met sulke dinge nie.

ps. Ons het die Saterdag oggend by die hek uitgery, en tot vandag het niemand ons eers gemis nie. Julle website is baie misleidend, ek stel voor julle verander julle reëls en regulasies baie dringend.

Hein Benadie

"INDEED NOT" SAYS THE OWNER AND POSTED THIS RESPONSE TO OUR QUERY....

Good morning Alan

It is not nice hearing from you under these circumstances. Attached please find my response to Hein and to Thorsten Schafer from FWDC SA. The service experienced by Hein and his group is absolutely regrettable and not acceptable. Be assured that what Hein experienced is not what Renee and myself stand for.

I have requested Hein and his group via my e-mail to feel free and to visit Moegatle Lodge in order to experience real service from myself and Renee.

Quality regards

Alex / Renee

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The letter to the complaining client reads as follows:

Goeie More Hein

Eerstens verskoning vir die laat reaksie op jou e-pos. Ons telefoon kables in die area was gesteel en ek kon vandag eers alle e-posse oproep en beantwoord. Ek en Renee wil eerstens ons verskoning aanbied vir julle "Onvergeetlike Naweek" soos jy dit gestel het.

Hierdie diens wat julle ontvang het is geensins aanvaarbaar nie en glad nie die standaard van Moegatle Lodge of van my en Renee nie. Ek wil jou nou nie bemoei met ons huishoudelike aangeleenthede nie en wil glad nie die naweek se optrede goedpraat nie.

Na 3 jaar en 8 maande sonder 'n naweek saam af het ek en Renee besluit om te gaan rus vir die naweek. Alle inligting / besprekingslyste / ens was aan ons venoot Alex Fullard (4 x 4 Gids) en sy assistent Adelle Eksteen oorhandig.

Ek sukkel nou nog om die naweek se besprekings te balanseer met die besprekingslyste. Alle Quads is verbied om in die kamp area te ry. Hierdie was nog altyd die reel. Geen klient sal ooit met 'n quad of voertuig deur ons 'rockpool' ry in my teenwoordigheid nie. Sulke mense sal dadelik die plaas verbied word.

Met ons terugkoms het ek gevind dat lamppale en wildkennisgewing borde omgery was. Hierop wag ek ook nog vir antwoorde. Ek en Renee het in drie jaar 8 maande nog nooit so 'n groep gehad of sou sulke optrede op Moegatle toegelaat het nie.

Drank word ook nie op die 4 x 4 roete toegelaat nie. Die vrywarings dokument is baie duidelik t.o.v. drank gebruik. Die 4 x 4 aktiwiteite behoort ongelukkig aan my venoot Alex Fullard en dit is vir my baie moeilik om beheer daarvoor uit te oefen.

Ek glo dat ek en Renee deur die jare 'n baie groot kliente basis opgebou het deur die diens wat ons nog altyd aangebied het. Ek en Renee sal baie graag aan jou en jou gesin / vriende wat saam was ons diens en gasvryheid wil aanbied.

Voel asseblief vry om ons ter enige tyd te kontak sodat ons die 'onvergeetlike naweek' kan regstel na 'n opregte onvergeetlike naweek.

Beste groete
Alex / Renee Sinden

(Well done Alex & Renee – we have visited this trail before and found Alex to be organized, caring and passionate about his business. Responding positively to this complaint and willing to correct the situation is a big thing for any person to do. Hein, the offer has been made, give us your feedback of your re-visit. Ed)

AFRICAN BOMA 2007 - NATURE CONSERVATION, TOURISM, ADVENTURE SPORT & OUTDOOR LIVING EXHIBITION.

Venue: Botanical Gardens Pretoria

Date: 8, 9 & 10 June 2007

Let's face it, Africa is all about the great outdoors – pool-side dining to fly fishing and the big five, from camping, braai's under the African sky, to painting large blue skies or pressing wild flowers or even taking that winning photograph of open spaces – there is nothing you can't do outdoors in Africa.



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The African Boma Exhibition was born out of need for a new and fresh approach to Outdoor Exhibitions and will be a showcase for nature conservation, tourism, adventure sport & outdoor living in Africa. This show differs from others of a similar nature in the sense that it will be held at the Pretoria Botanical Gardens, offering unique bush surroundings in the city. Added to this unique environment is the fact that this show will be interactive.

The African Boma 2007 Exhibition will keep your whole family entertained all the time. The various events will tickle the taste buds, and sharpen the senses of young and old alike. Whether you are an active participant, or a quiet observer, here is what will be on the activities menu:” a cheetah show, lion cubs, live snakes, birds of prey, quads, 4X4’s, paintball, rock climbing, steam train rides and various artists.”

Traditionally a boma is a place of gathering in the African bush, hence our decision on the Boma style. We offer the use of bomas where u can create the atmosphere of a bush camp to your liking and style your own boma, and share in the mystic spirit of Africa. The theme of this exhibition centers on nature conservation - wise and sustainable utilization of natural resources.

4x4 GUIDES ASSOCIATION GOING FORWARD

To all the guides that made the effort to join the committee at the Ou Skip:

Thanks for your participation and inputs. We appreciate the support and constructive inputs and will endeavour to take mentioned items into the NOW process. So expect some feedback after the next few NOW meetings. We also appreciated the fireside inputs into how the association can better serve the needs of our members.

It was great to see the turnout, and congratulations to all the respective lucky-draw winners and a great thanks to our sponsors, and to OU-Skip caravan park, Melkbos.

Erika has been at Gauteng for a meeting with DEAT and a separate meeting with the NOW contingent who are based there, and will attend the Strategy planning session there, to be held in May. (Paid-up members can read more about this on the new Member's forum pages.)

To those members who indicated they would like to start local chapters of 4WDGA in other geographic regions, thank you. (How about also Natal and Free State??). This falls in with our long-term planning, and we intend to finalise it after the AGM, but we do ask anyone else who is interested to drop us a line via this e-mail address: jan.grobler@tiscali.co.za.

Jan Grobler on behalf of the 4WDGA committee.

(Watch this space – we will be starting a local chapter in Gauteng by Mid-Year under the guidance of the Cape fore-runners, so be prepared. Ed.)

EWT REQUESTS YOU TO SAVE WATER

A recent headline in Pretoria News proclaimed "Laas maand was kurk droog" (*Last month was bone dry*) - which is an accurate reflection of the looming winter months up here in Gauteng. Yet, as a late highveld thunder storm is raging outside, I can't help but wonder whether we're conscious enough of how precious water really is in South Africa. Face it, most of us are lucky to have instant water on tap, rain or shine

This month, we're once again asked to focus and become aware of our use of water around the home with the upcoming Water Week from 19 to 25 March. The theme : Water is Life - Protect



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our scarce resources. And the decimation of our grasslands and wetlands due to urbanisation, agriculture, alien plant invasion, overgrazing, incorrect burning and over-harvesting of medicinal plants is placing increasing strain on our ability to provide our growing population with potable drinking water.

The aim of National Water Week is to draw attention to the importance of managing our scarce water resources effectively. Every citizen in South Africa has a responsibility to ensure the integrity of our water resources and its efficient use. Caring for our water resources and the ecosystems that support their continuous provision is a critical part of our future. Everyday things we can all do will help to protect our underground aquifers, streams, rivers, coasts and marine biodiversity.

When you look out to sea it is difficult to imagine that water is a scarce resource. Although 70% of the earth's surface is covered with water, less than 1% of this is suitable for our consumption. The earth is a closed system, therefore the total amount of water across the earth remains more or less constant. The amount of fresh water available to us today is about the same amount we had a thousand years ago, its availability does not increase with the growth of our population and development of new settlements or urban areas.

South Africa is a water-scarce country. Our average rainfall per year is 450mm, which is lower than the world's average of 860mm per year. The natural availability of fresh water across our country is uneven and to make matters worse, most river systems in SA have been transformed due to poor land and water management and development within the catchment area. Land management practices influence what happens to water after it is supplied as rainfall. If these practices are not sustainable this influence may lead to erosion, salinity or acidification. A multitude of different activities and ecosystem uses continue to threaten aquatic habitats and reduce the amount of water available to us. Overgrazing, alien plant growth, informal settlements, improper development, industrial and agricultural pollution (i.e. run-off from fertilised land), and riparian activities (i.e. sand mining, cultivation on river floodplains) all threaten aquatic habitats and associated biodiversity.

The degradation of inland aquatic ecosystems has far-reaching effects. The flow of water from the source catchment areas to the sea not only affects the river and wetland habitats, it significantly impacts on marine and coastal biodiversity. Healthy aquatic communities depend on a suitable quality and quantity of water which in turn depends on healthy wetlands all the way from the mountains to the sea. Sensitive coastal ecosystems such as estuaries which represent the interface between freshwater and seawater, are critical to protect as they play a particularly important role in maintaining the populations of many inshore marine species and other aquatic life. Protecting our scarce water resources from 'source to sea' requires that we care for the health of the ecosystems that support the sustainable flow of water along its entire pathway. The MCWG is working to maintain the integrity of essential ecosystems that support our aquatic life.

What you can do:

We have to be extremely careful about how we use and manage our water. Not just in the rainy season, but all the time. Every drop we waste, or that we allow to carry pollutants into our streams, rivers, estuaries and oceans, threatens our future. Find out more about how you can help to lead a more sustainable life and change your behaviour accordingly. Encourage others to do the same.

Saving water in and around the house:

- Know how much water you are using - read your meter regularly.

- Check for and fix leaks and dripping taps - if your meter is running when all the taps and toilets are off, then you may have a leak.
- Use less water for your daily activities:
 - Turn off taps when while washing your face, brushing your teeth or shaving;
 - Shower instead of bathing - taking a five-minute shower a day, instead of a bath, can save up to 400 litres a week;
 - If you prefer to bath, share the water, and don't make it as full;
 - Avoid flushing the toilet unnecessarily; dispose of tissues, insects and other waste in the dustbin rather than the toilet - every time you flush the toilet, you use 12 litres of water
 - Use low-flow showerheads, dual-flush toilet mechanisms and water-efficient washing machines; Fill kettles and cooking pots with just enough water for your needs - this will also save on electricity;
 - Use "grey water" from baths, washing machines and other safe sources - to flush your toilet and water your garden;
 - Use cooled water from cooking for your houseplants;
 - Do not over-fill or excessively backwash your swimming pool;
 - Use a bucket rather than a hose to wash your car. If you must use a hose, use a sprayer that can be turned off in-between spraying the car;
 - Do not pour paint and chemicals down the drain;
 - If you are living in an area that does not have proper sanitation or waste removal services, take care not to dispose of waste or sewerage close to rivers or water courses.

In the garden:

- Use less water for your gardening activities:
- Plant indigenous and non-water-consumptive plants and clear invasive alien plants;
- Group plants according to their water needs and use mulch around them.
 - Always water your plants when temperatures are cooler to reduce water loss through evaporation - during the early morning hours or in the evening;
- Water gardens less frequently, but water well.
- Store roof water and rain water in tanks for watering gardens.

Business responsibilities for saving water:

- Farmers should attempt to use fewer fertilizers and toxic pesticides on their crops. These can run-off into the streams rivers and groundwater and significantly affect aquatic habitats - over 80% of marine pollution originates from land-based sources.
- Factories or industrial business should attempt to reduce water usage in their manufacturing process and should ensure that their waste discharges are sufficiently treated before being released, particularly those that discharge mercury and other heavy metals into waste water;

Caring for streams, rivers and other aquatic ecosystems:

- Sweep up leaves, litter and grass clippings – never hose or blow them into the street or gutter;
- When travelling in your car, dispose of your litter and cigarette butts in the nearest ashtray or dustbin – or take them home to put in your waste bin;
- Avoid using chemical fertilisers and pesticides especially on windy or rainy days where they could be transported widely into sensitive ecosystems;
- Keep detergents, solvents, oils and paint out of gutters and stormwater drains;
- Clean up after your pets and dispose of wastes in proper disposal facilities;
- Keep building and landscaping materials such as concrete, sand and soil away from gutters and stormwater drains;
- Support conservation areas that ensure maintenance of the integrity of our ecosystems;



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- Avoid building or purchasing hard structures or large-scale developments that affect the functioning of sensitive ecosystems such as wetlands, river banks or estuaries;
- If you are building, purchase materials such as building sand from legal sources that you know haven't been illegally mined from our rivers or estuaries;
- Take action against activities that lead to degradation of sensitive ecosystems such as sand winning in our estuaries, destruction of wetlands, improper or illegal development etc
- Report businesses who are polluting water resources and ensure that they are brought to task for wasting our precious resources and degrading our ecosystems.

For more information contact:

Bernice McLean

Coordinator: Marine & Coastal Working Group Endangered Wildlife Trust
Private Bag X11, Parkview, 2122 Johannesburg, South Africa

FOLLOWING THE TRACKS OF THE SKIRMISHES – EXCITING NEW TOURS

The northern regions of the old Transvaal – now Limpopo Province – was relatively unscathed by the first year or so of the Anglo Boer War. Only during Kitchener's attempts at bringing hostilities to a close by means of his "scorched earth" policy, and the gathering of the last few commandos in this region, did the war move into our area.

Ironically, this relatively unknown and militarily unimportant part of the ZAR, the Zoutpansberg, saw events that involved many – if not most – of the British Empire's forces in a series of skirmishes (or blatant murders) that left a legacy of accusations levelled against Britain by Australia. It is interesting that, as recently as 2002, two more books were published by Australians: Nick Blezinski's "Shoot straight you bastards" and Bill Woolmore's "Breaker Morant of the Bushveldt Carbineers". The classic Australian film produced in 1979 and starring Edward Woodward carries the following text on the cover: "A true story of injustice and the horror of war. One of the most acclaimed Australian movies ever made!"

While Australia and Britain still debate the "injustice" of Australian officers arrested by British troops, court marshalled, sentenced to death, two of them executed by a detachment of the Cameron Highlanders and buried in the same grave, we are left with monuments, graves and other evidence of these atrocities committed towards South African, civilians and children. Approximately 36 known murders took place in this region during the period.

It is against this background that the Zoutpansberg Skirmishes Route has developed. The tour starts at the Lalapanzi Hotel on the N1, south of Louis Trichardt and following the 1903 map of the Zoutpansberg (by Henry Berthoud), travels to the Pioneer Cemetery of the Cooksley, Kleinenberg, Menne and Adendorff families. The old Cooksley homestead still stands and some of the trees that made up Lovedale Park are still there. Tour Guide Charles Leach tells interesting anecdotes of the role played by the Cooksleys and their sons – in – law during the Bushveldt Carbineers saga.

Close to Lovedale Park is the site of the original portable steel Fort Edward, base of both A and B Squadrons of the BVC. Details are told at the iron grave markers of the troopers – including Trooper van Buuren – originally buried here. A most fascinating story, with two tales behind the main story is told at the monument of constable William Eagle, (died 10 October 1908) the only North American Indian to serve in the old Transvaal Police! A new monument in honour of all known and unknown civilian victims was unveiled on 2 June 2006.

The tour then proceeds about two kilometres away to the original Sweetwaters Hotel of Charlie



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Bristow. Sadly, the Hotel is no longer open, because surely there would be no better place than the old saloon in which to be told about the notorious Captain "Bulala" Taylor whose spirit may well be the shadow next to you! The old buildings are in remarkably good condition, due to the concern of the present owner, Poog Henning, and quaint signs mark the Saloon, Shop, Capt. Taylor's Rooms, the Cmdt Beyers Piano Room and others. Delightful stories are told of the wily Cmdt. Beyers and the Union Jack that Mrs Bristow was sewing and the near disaster (or Interrupted Melody) in the Piano Room!

Next stop is just up the road at the monument to the van Staden family. The father and both his sons – the younger, about 12 years old and dying of fever – were shot by a firing squad of the BVC. It is difficult to comprehend why Trooper Botha (a "joiner") actually requested permission to shoot the ailing youngster!

The next stop is at the Alexis Thomas Hydro Electric Mill. It is interesting that Elim Hospital had electricity long before the town of Louis Trichardt! Could the Thomas family rightly claim that they were the longest (50 years!) private suppliers of electricity in South Africa?

The short drive to the house of Col. Adolf Schiel at Rossbach passes through the national monument of Lemana College – established by the Swiss Mission at its present site in 1906 and named after the view of the early morning mist in the nearby Levubu valley that reminded them of the Lake of Geneva. The beautiful stately church at Lemana built by the expert church builder, Metzenen, is well worth seeing.

The historic home of the Schiel family with its fortified veranda walls, complete with recessed for canons, commands a fine view over the Great Spelonken, which so nearly became the realization of Joao Albasini's colony of Santa Luiz! The original Lemana College building- once Col. Schiel's stables- with its amazing architecture, is on this site.

The stories of the Schiel family's involvement in the Anglo Boer War and the likelihood of Mrs Schiel's affair with Handcock of the BVC are all fascinating.

The tour head back towards Lalapanzi Hotel and the last stop is on the farm Vliegenpan. It is here, we believe, that the Rev. C.A.D. Heese of the Berlin Mission Society was murdered, together with his Ndebele driver. All logical evidence points to the BVC, and in particular, to Handcock as the murderer. This act was possibly the last straw that led to the arrest and subsequent court martial and execution of Australian officers Morant and Handcock.

The battle of Vliegenpan took place in the valley just beyond the rocky ridge of the western edge of the Spelonken, where Cmdt. Beyers had his men so perfectly placed. The superior British Force was certainly not expecting Beyers to be there and they were totally unprepared for the ensuing attack which drove them all the way back to Dwarsrivier. The battle scene has been captured on canvas by Senta Wessels and is on display at the Lalapanzi Hotel Skirmishes Museum. Monuments in honour of the Soutpansberg Commando as well as the Rev. C.A.D. Heese have been erected at Vliegenpan.

The tour arrives back at the hotel at about 4:30 just in time for a cup of tea (or a cold one!) and a lot of talk about the emotions played upon during the day.

By prior arrangement, the flamboyant Prof . Louis Changuion can be prevailed upon the present a slide show which places yet another cherry on the top of a most interesting and unique tour!

The route can easily be tailored to include other points of interest, such as the Elim Hospital Museum, the Piet Otto Heritage Agricultural Collection and the nearby Valdezia Monuments and Graves.



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2nd Day Tour:

In order to complete the entire picture of the activities of the infamous Bushveldt Carbineers a second day trip is offered which includes the Long Tom Canon Monument in Haenertsburg.

The tour starts with coffee/tea and snacks at 8h30 at Lalapanzi Hotel. A brief outline of the trip is discussed with the visual use of the 1903 Henry Berthoud map of the area.

The first stop is also the meeting place with the main guide of the day, Prof Louis Changuion. The monument alongside the road at the Modjadi turnoff was erected to serve as the reference point of the ill fated attack by the Bushveldt Carbineers and their support of Modjadi warriors on the house of Veldtkornet Viljoen of the Letaba Commando. Intelligence Agent Tony Schiel had underestimated Viljoen's manpower in the house and as a result Capt. Hunt and Sgt. Eland as well as the 2 Viljoen brothers and 3 others were killed in the attack that night.

The reported mutilation of Hunt's body was one of the main reasons offered later by Lt. 'Breaker' Morant for his indiscriminate shooting of the boers.

The group then drives to Medingen Mission, the site of Capt. Hunt's grave. This was the mission station of Rev. Fritz Reuter and the original church is still used. The graves of the Reuter family are only a few metres from Hunt's grave.

The 3rd stop is reached after a rather steep drive to the top of Raven's Hill. The farm is still in the family and now owned by Jerry and Margaret Barrett. She is the granddaughter of Sgt. Frank Eland

And will tell the group all about her ancestors at the homestead and the graveyard of one of the few honourable officers of the BVC Sgt. Frank Eland.

Next stop is at the 1st and 2nd monuments of the Viljoen brothers and other members of the Letaba Commando. Both monuments are in the little town of Modjadi's Kloof – formerly Duiwelskloof. This concludes the main BVC saga and Prof. Louis Changuion takes us into the amazing story of the 4 Long Tom Canons.

On the George's Valley road, Louis entertains the group at the site of the destruction of one of the canons. The Boers could not face the mammoth task of dragging the 7 ton canon up the escarpment to Haenertsburg, so they stuffed the barrel with explosives and blew it into many pieces. Louis and his team recovered some of these bits from this and other sites and put them together at the monument in Haenertsburg – the last stop. Louis and his family were largely instrumental in establishing this amazing monument and it is here that he tells of his tireless research and success in tracing the history of the 4 guns.

The group then concludes the day with a lunch at one of the local restaurants where the conversation is enthusiastically and passionately centred around the events that echoed back and forth between the crags of Iron Crown mountain and the valleys of Magoeba's Kloof.

Included in tour:

3 nights accommodation Dinner Bed & Breakfast

Tour guide and excursions

Transport on tour.

First day picnic lunch

Excluded:

Transport to start of tour

Tips, drinks, 2 day lunch, personal expenses



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Single supplement R445

Tour Price – R1350.00 (MIN. 8 PEOPLE – MAX 15 PEOPLE)

EXTRA ADD ON – ELIM CULTURAL VILLAGES, POTTERS, BEADERS AND PAPER MAKERS

For more information the following people can be contacted:

Lalapanzi Hotel – Inga or Marius Tel 015 516 5455. Marius 082 494 1155 Inga 072 509 3939

Charles Leach - Tour Guide 015 516 1466 (W) 015 556 3407 (H) 083 228 3874

PLEASE PLEDGE YOUR SUPPORT TO THE ENTRY OF TEAM 25 IN RHINO CHARGE 2007.

The Cause

Since it was founded in 1988, Rhino Ark (<http://www.rhinoark.org/>) has been working in partnership with Kenya Wildlife Service (KWS), seeking solutions in the Aberdares mountain range and its eco-system in order to:

- Conserve one of Kenya's finest indigenous forests and its total habitat
- Conserve a vital watershed, the core water catchment for Kenya's population
- Resolve human/wildlife conflict

Rhino Ark has worked by raising awareness of the importance of this cause and mobilizing funds and other forms of support for an impressive project - the construction and long term management of a 390 km long electrified fence to completely encircle the Aberdare National Park and demarcated forestry areas which form the Aberdare Conservation Area. The fence protects the enclosed ecosystem, including the endangered Black Rhino, helps prevent illegal exploitation of the forest habitat and helps eliminate human/wildlife conflicts by protecting the lives, crops and livestock of neighbouring farmers. In so doing, all stakeholders in this vital ecosystem benefit.

By August 2006, 288 km of the Aberdare fence had been constructed and the projected date for completion is early 2008. In order to assure the long term sustainability of this project, Rhino Ark is intending to establish a maintenance endowment fund.

The Aberdare fence has proved itself 99% successful in resolving wild animal/human conflict, and where it stands the forest and the animals on one side and the farms on the other are demonstratively healthier. Rhino Ark is a living demonstration of an effective public private partnership committed to sustainably conserving the vital watershed and indigenous forest and all flora and fauna within the Aberdares.

“The fencing project has gone a long way in supporting our public/private partnership and confirms our belief that a lot can be achieved for this nation through our joint efforts”

Minister for Finance, Hon. Amos Kimunya

The Event

To raise funds and awareness for this project, Rhino Ark and its supporters have devised a novel fund-raising event: The Rhino Charge. Held annually on the Madaraka Day holiday weekend at the beginning of June, the Rhino Charge is a unique, creative and extremely gruelling off-road 4 wheel drive and orienteering challenge.

The theory behind The Charge appears simple: tackle impossible terrain to complete the shortest distance between 12 “guard posts” (check points) within a maximum of 10 hours, by traveling in as straight a line as is feasible.

The reality is somewhat more daunting. The location of the rally – some special bush site, with impossible, impassable and trackless terrain, around eight hours from Nairobi - is a closely-



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guarded secret until the last possible moment. Each team, comprising a driver, navigator and scouts/runners brings its own 4-wheel drive vehicle, and the night before the event is given a map of the area and the co-ordinates of the guard posts in the bush that must be visited. No advance scouting of the terrain is allowed. At the crack of dawn, the teams are escorted to their starting points and given the signal to start. Their goal is to compete with the other teams to complete the course, which is extremely punishing to both the humans and vehicles, by visiting all checkpoints and returning to the headquarters before the end of the day, in the shortest distance possible. Time is not a factor in determining who wins - distance and resilience is what makes a winner in the Rhino Charge.

The Charge has grown in popularity over the years. Since its inception in 1989, where Ksh 250,000 was raised, it has evolved to become a sporting event in its own right, attracting competitors and spectators from across Kenya and all over the world, and raising a staggering, and record breaking Ksh 57.6 million in 2006!

"The Rhino Charge has grown from an odd-ball, mad-cap jaunt into a major national event, massively increasing political awareness, attracting international attention, and achieving some mind-blowing sponsorship power. Its inventors began with belief and determination, but not in their wildest dreams did they envisage either popularity or fund-raising on this scale..."
Autonews

The Team

Team 25, established by and made up of a group of old friends, many of whom started school together way back in the eighties, made their debut in the Rhino Charge in 2000. The 6 person crew, who are the heart of Team 25, are an intrepid bunch who year in year out brave the Charge using a combination of skill, determination and good old fashioned dumb luck to bring home honour and glory for Car No 25! This year they will compete in a 1973 hybrid Range Rover V8.

The membership of Team 25 has grown over the years to encompass the ever expanding (in numbers and geographical extent!) group of friends, colleagues, family and supporters of the crew. Every year this rag tag band of dedicated and loyal masochists - the so called "winches" work to raise sponsorship, organise a decent camp for the event, handle all logistics and get up at the 'crack of noon' on the day of the charge to drive out and cheer the crew on at the various remote spectator locations. Every year at least one of the winches has found themselves nominated to sit in the car and participate with the crew.

All members of Team 25 contribute of their time and their skills, working effortlessly in the run up to the event to raise money for the entry. In addition to the funding provided by our platinum Sponsor – Barclays Bank Kenya, funds are raised through appeals to other corporate sponsors, an on-line appeal, the sale of Rhino Ark Raffle tickets and series of very fun (and increasingly popular) fundraising events. Last year (2007) Car No. 25 raised a 672,742.55 for the Rhino Ark – a personal record that was made possible by the generous support of Team 25's sponsors and friends!

The team work, effort and enthusiasm that Team 25 have put in over the years, as they work towards raising money for this important endeavour, embodies the true spirit of the Rhino Charge!

The Appeal

2007 marks the eighth year running that Team 25 will be participating in the Rhino Charge and we need your support to meet our minimum entry pledge of Ksh 500,000!

Your support to Team 25's entry is an investment in the completion and long term maintenance of Rhino Ark's Aberdare Fence – a key management tool for the long term benefit of the Aberdare ecosystem. The significance of this cannot be understated. The Aberdares ecosystem is one of



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Kenya's main rain catchments areas; it is the source of five of the country's main rivers, which provide most of Kenya's hydro-electrical power and water to millions of Kenyans. The myriad of flora and fauna in the Aberdares, including the Black Rhino, are an attraction for tourists, a keystone of the Kenyan economy. The fence being built by the Rhino Ark is an effort to harmonize all these interests, environmental, social, financial and political, in an equitable and sustainable way.

In associating with Team 25 and supporting our efforts you will be pledging support and commitment, alongside the Government of Kenya, and a large number of stake holders nationwide and internationally (including the KWS, Aberdares Communities, Nation Media Group, The European Union, Safaricom, Kengen, and Cooper Motor Corporation) to this crucial initiative to protect and conserve the habitat and promote managed use of Aberdare resources for the benefit of present and future generations of Kenyans!

Each Ksh 15,000 shillings of your donation to Team 25 that goes to the Rhino Ark will build 10 meters of fence, or in the event that the fence is completed, be invested in a maintenance endowment fund that will assure the long term sustainability of this initiative.

As an individual or a corporate entity, you can support Team 25 in a number of ways:

- Direct cash support to our entry can be given through our on line giving site: www.justgiving.com/team25 and www.firstgiving.com/no25 or by cheque made out to either **Rhino Ark Trust** (with a cover note giving indication that it is support to Team 25's entry) or to **Rhino Charge Car No 25**
- Sponsorship of one of our Fundraising Events. Each year Team 25 organizes a number of high profile and high fun events in Nairobi to raise funds for our entry. This year's events will include a Grand Prix Go-Karting Evening and a Murder Mystery Dinner.
- Support in kind to our Team – this could include materials and supplies to be used on the day of the charge (t-shirts, caps, water, energy drinks etc.) or prizes for our fundraising events (see below)
- Purchase of Rhino Ark Raffle Tickets from our team members (each ticket costs Kshs2,000 and there are a huge number of high value prizes to be won)
- Attending one of our fundraising events

Team 25 is committed to ensuring that your invaluable support receives as much recognition as possible. To this regard, we will ensure that your donation is acknowledged under our entry in the widely read Arkive – the bi annual newsletter of the Rhino Ark that is distributed within Kenya and available on the Rhino Ark Trust website. Team 25 will also acknowledge your donation on the Team 25 website – that has a wide readership among friends and supporters of Team 25 worldwide.

Stickers bearing the logos of our corporate sponsors will be placed upon the charge vehicle, guaranteeing maximum exposure during the actual Rhino Charge event that is very well attended, receives huge local and international media coverage, and was last year the subject a National Geographic Documentary and screened on DSTV.

The Contacts

If you would like to get in touch with Team 25, or require any further information, please contact us at rhinocharge.no25@gmail.com or look us up at <http://www.rhinochargecar25.org>

Online donations can be made on www.justgiving.com/team25 and www.firstgiving.com/no25



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SARIE MEHL FROM JACANA MOVES ON

Dear Friends of Jacana. All great hikes and all super farmstays are journeys with an ending. My journey with Jacana spanning over more than 17 years has been completed.

In the late 1980 my mission to start up Jacana was a passion. Having the privilege to look after our family farm at Wasbank in KZN, I firstly realized that few city persons had access to farms and the countryside like ours, to enjoy. Secondly, realizing that many old farmhouses were left derelict and empty, I wanted to prevent these building further decay and started to restoring 4 farmhouses in 1989. I believed that this synergy to Farm tourism was the answer. On Jan 1, 1990 I started operating with only four farmstays. Within one year, my portfolio, this then branched out to include private hiking, horse and mountain bike trails, expanded to more than 30 products.

Over the next 17 years I had visited more than 400 farms and was involved in the development, marketing and reservations of more than 200 products – the terms “Eco and Agri Tourism” was firmly entrenched and I was acknowledged as being one of the pioneers in this field of Tourism.

Due to personal circumstances I have decided to sell Jacana and have handed the reins over to Tim Hartwright, a well known figure in the Hiking industry. He has gained a reputation promoting hiking mostly through the club, Footprint, which he founded. His financial partner is Dr Yoel Ghaziel. Elize Edwards, who worked for me for 10 years, has, after a two year break, rejoined Jacana as the front office contact whom many of you know.

My life was enriched by what I experienced and achieved. On the one hand, my contact with the special landowners whose properties I helped establish and market. On the other hand with you - a very loyal base of clients who has supported Jacana over the last 17 years.

I trust that what I did for Eco and Agri Tourism in South Africa also touched your life in a positive way.

Thank you for your support and friendship over the years – we may not have met personally but somehow the wonder of technology - being telephone, fax or email contact, made it possible for us to meet and helped in sending you to some wonderful areas in our beloved South Africa in the Jacana Portfolio.

The new contact numbers for Jacana is Telephone: 011 656 0606 Fax: 011 656 0001 or 012 734 0159. The email remains the same .

I attach a letter from Tim to introduce the new management and plans for Jacana to you.

With kind regards

Sarie Mehl

(We annually had some or other interaction with Sarie, booking 4x4 routes, shows et al...and are sad to see her settle down elsewhere, so Sarie – good luck with all your endeavours. We wish you well. Ed.)

JACANA TRAVEL MARKETING AND RESERVATIONS

Dear Sir

Over the last 16 years, Jacana Marketing and Reservations has come to be known as the foremost private booking agency for hiking trails, mountain bike trails, guest houses and other forms of eco-tourism in South Africa. Sarie Mehl, its founder, was at the forefront of the



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establishment of the concept of the private farm trails and was also the Eco Tourism and Farmstay pioneer to a large extent and her dedication to quality product and service has been an example to all.

Due to family circumstances Sarie has decided to retire from the business and has sold the company to a partnership headed by me as from March 2007.

Many of you will know me from the years that I have been chairman of Footprint Hiking Club and from the successful Footprint website that is used by hundreds of hikers daily as a reference guide. People may not know however, that I also serve on the executive committee of 'The South African Hiking Trail Owners Association', 'Braamfontein Spruit Trust' and several other conservation bodies. I am an active hiker, writer and have been involved in advising on the development and accreditation of trails in South Africa and the neighboring states. In partnership with me is Dr. Yoel Gaziel who, apart from being a practicing medical doctor and a hiker, has a track record of being a successful business man. In the office is Elize Edwards who many will know from the many year she spent as Sarie's assistant.

A new beginning means new thoughts and ideas. Over the next few months there are some exciting plans for Jacana. Extended office hours and a new marketing plan are just the beginning. We plan to exhibit at more shows and offer a regular monthly e-mail newsletter to the users. Plans are also in place to extend the company's services nationwide and include all forms of eco-tourism.

While I am excited at the tremendous prospects that lie ahead of us, not just for our company but also for our owners and our users, I would just like to thank Sarie on everyone's behalf for all the unselfish dedication she has shown over the last few years and to assure our clients that Sarie will continue to be available to us for advice where she is able.

Kind regards
Tim Hartwright
5 March 2007

COURT ORDER STOPS SA SALE OF MODIFIED HUMMERS

March 29, 2007 - By Roy Cokayne

General Motors has obtained a high court order restraining the Toits Motor Group from marketing and selling right-hand drive conversions of its Hummer H2 vehicle in South Africa. Toits is also restrained from using any Hummer trademarks but may to sell the two Hummer H2s in its possession.

GMSA marketing director Malcolm Gauld said in an affidavit the Toit's right-hand drive conversions were very expensive. According to the Toits website, he said, the truck version of the H2 was being sold for R1.415-million and the 4x4 version for R1.485-million.

Gauld said new Hummer H2 vehicles in the US retailed at about \$52 000 (R385 000) and, although the conversion costs must be fairly significant, the converted H2 was being sold at almost triple the price of a Hummer H3.

He said certain components for the H2 conversions were being made locally and were not genuine or original Hummer parts. The modifications affected the steering mechanism, foot pedals, crash bags, the entire instrument panel, the connections for the gauges and switches, the



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control system for the windows, the windscreen wiper system, electrical wiring and harness and the fascia panel.

He said: "These changes significantly affect the reliability, performance and safety of the vehicle. As a result the converted vehicles are no longer genuine Hummers. "GM's trademarks are therefore being used to identify vehicles over which GM has no quality control."

The SA Bureau of Standards gave notice in 2006 that it was also instituting legal action against Toits related to "false statements" about its H2 conversions.

NEW FORUM TAKES OFF WITH A BANG

Hi Everyone!

Two months on and SA's newest Outdoor Lifestyle Forum goes from strength to strength!

What's New?

The Gallery Photo and Recipe Competitions deadlines have been extended to end of April 2007 - so keep them coming!

What Coming Up?

Our all new Trail Database & Vehicle Manual sections will go online in March - so watch this space!

Joining Prize:

If you were a winner of our February Knife competition and you have not received your prize - please check with your post office, or check your private messages. The deadline for sorting out problems is 15 April 2007!

Visit www.katunda.com

3 PROVINCES EVENT NOT TO BE MISSED

All 4x4 owners - Check the lockers and Oldman Emu's!
and

All Quad owners – Be prepared for a big event!

DON'T MISS OUT !!! 27 April - 1 May 2007. We invite everybody for a weekend to Volksrust (To the 3 Provinces). Costs are R130/vehicle, R80/quad, R80/stand for camping and R120 per person for "self-catering" units. Free T-shirt & Caps, Big prizes, Lots of 4x4'ing and Quading. Contact: Ronel 082 785 8002 / 017 735 5286

SAFARI CENTRE FACTS:

- Approximately 370 reptile and amphibian species occur in the Southern Africa region!
- The average life expectancy of a Serval is 12 years!
- The Chacma Baboon normally weighs between 27 and 44 Kg's!

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

NAVIGATORS FOUR-WHEEL-DRIVE ADVENTURES

Navigators specialises in exclusive 4x4 safaris and expeditions in Southern Africa, with the emphasis on professionalism, service-excellence, and value-for-money tours. With various all-inclusive and tag-along self-drive options to choose from, we meet the needs of adventurous local and international travellers looking for small-group or private tours to wilderness and wildlife destinations.

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

Kaokoveld "Desert Elephants & Himba" Expedition

This is a 'must-do' adventure for anyone interested in an unrivalled wilderness, cultural and driving experience! Highlights include: Khowarib Schlucht; desert elephants of the Kaokoveld; Epupa Falls; cultural interaction with the Himba people; Van Zyl's Pass; the Marienfluss; Hartmanns Valley; Purros; Warmquelle; Twyfelfontein area; varied and interesting driving challenges; great photographic opportunities. "Don't miss one of these opportunities to join us on a small-group expedition to one of Africa's most rugged wilderness areas..."

Dates: Monday 28 May to Friday 8 June 2007 (Windhoek to Windhoek).
Closing date for bookings & deposit payment: Friday 13 April 2007.

Dates: Friday 22 June to Tuesday 3 July 2007 (Windhoek to Windhoek).
Closing date for bookings & deposit payment: Friday 20 April 2007.

Dates: Saturday 14 July to Sunday 29 July 2007 (Cape Town to Cape Town).
Closing date for bookings & deposit payment: Friday 27 April 2007.

"Central Kalahari & Kgalagadi" Safari

This tour showcases the best of the Kalahari wilderness, combining the remote central areas of Botswana with the Mabuasehube region of the Kgalagadi Transfrontier Park. Highlights include: Khama Rhino Sanctuary; the northern areas of CKGR, including Deception Valley; Mabuasehube in KTP; varied wildlife; interesting off-road driving challenges; remote bush camps. "A wonderful tour that combines great wildlife viewing with the opportunity to relax and soak up the solitude of the timeless Kalahari ..."

Dates: Friday 10 August to Saturday 25 August 2007 (Cape Town to Cape Town).
Or meet us along our route, starting in Kimberley and ending in Upington.
Closing date for bookings & deposit payment: Friday 1 June 2007.

"Khaudum & Liuwa Plain Expedition"

This is your opportunity to secure one of the limited places available on what is sure to be a memorable experience! This 20-day tour starts in Windhoek, Namibia and ends in Francistown, Botswana. Highlights include: Khaudum Game Park; Caprivi; Ngonye Falls; Liuwa Plain, the focal point of this expedition, where at this time of the year, Liuwa's larger mammals emerge from the surrounding bush and congregate in large herds on the plain; excellent birding (around 320 species) in Liuwa; Vic Falls; Chobe River; Kubu Island. "This varied and relaxed small-group expedition will appeal to adventurous and self-sufficient travellers who love the excitement and unpredictability of travel in Africa..."

**Dates: Monday 22 October to Saturday 10 November 2007 (Windhoek to Francistown).
Closing date for bookings & deposit payment: Friday 29 June 2007.**

"Richtersveld Mountain Desert Wildreness" – 6 Days

We explore this unique wilderness area with its amazing rock formations, spectacular scenery and interesting botanical highlights that include the Giant Quiver Tree (Aloe Pillansii) and unusual Elephant's Trunk or Halfmens (Pachypodium Namaquanum). Campsites are situated next to the river or on a mountain plateau. Join us on this tour to enjoy solitude, star-studded night skies, rugged landscapes, scenic campsites and interesting driving challenges.

**Dates: Sunday 25 November to Friday 30 November 2007 (Cape Town to Cape Town).
Closing date for bookings & deposit payment: Friday 31 August 2007.**

"Kalahari Black-Maned Lions" Wilderness & Wildlife Safari

One of our most popular tours, and an especially unique experience during the summer rainfall months in this arid region, as the ephemeral rivers and pans in the Park are often greener and well populated with wildlife during this time. Highlights include: The Kgalagadi Transfrontier Park, specifically the Mabuasehube Pans region with its grassland areas and standing water in the normally-dry pan areas; great wildlife viewing; 4x4 Wilderness Trail with fantastic bush camp. "The remote and unspoilt beauty of Mabuasehube makes this a truly special experience..."

**Dates: Friday 7 December to Sunday 16 December 2007 (Cape Town to Cape Town).
Closing date for bookings & deposit payment: Friday 28 September 2007.**

(March 2006)

Hit the Trail ... / ... continues

FIRST AID BAG TIPS FROM OUR FRIENDS IN THE NISSAN 4x4 CLUB

My wife Amanda, gave us a lecture on Sunday morning on what to include in your first-aid kit and why. This is an account of what the lecture entailed:

Goue reëls vir die samestelling van 'n noodhulp tas:

Die tas moet nooit in die voertuig gelaat word as jy terug keer huis toe nie. Bêre dit eerder in 'n koel plek in die huis. Terwyl jy op die vakansie is moet die tas verkieslik in 'n koel plek gehou word en nie in die son lê nie; want die medikasie wat jy saam ry vir jou gesondheid; mag eerder jou siek maak of glad nie werk as dit warmer word as 25C.

Voordat jy vertrek kontroleer altyd die verval datums op ALLE medikasie selfs die Panado of Savlon. Moet nie allerdaagse gebruiksgoed in die tas stoor soos gom nie. Jy mag net 'n surprise kry as jy oogsalf wil in sit en dit is superglue. As jy wel superglue daarin wil stoor as 'n hegingsmiddel maak seker dit is heeltemal apart of GROOT gemerk "GOM"

Maak seker jy weet hoe om alles te gebruik wat jy saam neem. Dit help nie jy het 'n dokter's tas en jy het nie 'n kooking clue wat die goed is of doen nie, dit is lewens gevaarlik!!!!!! Moet NOOIT jou medikasie gebruik wanneer jy nie by 'n lig is nie; donker werk is konkel werk en foute kan jou groot skade berokken

Inhoud se riglyne:

Algemeen: Verbanne en spalke is 'n moet

Vir ontsmetting hoef jy nie altyd Detol of Savlon saam te karwei nie, 1 teelepel sout op 'n koppie water is 'n beter ontsmettings middel want dit is minder "corrosive" op oop wonde. As jy wil kan jy jou beperkte voorraad van wiskey of brandewyn ook gebruik.

Moet NOOIT watte gebruik om wonde mee skoon te maak nie die fasetjies wat agter bly is 'n groot bron van infeksie; gebruik eerder 'n skoon sakdoek ; hemp; laken of gaas.
Handskoene of enige plastiese sak is 'n moet om jou hande teen liggaams vloeistowwe te beskerm – vertrou niemand!!!

Hou altyd 'n koerant of swart sak in jou tas – jy weet nooit wanneer jy in die koue gestrand gaan wees nie en hoekom dink jy slaap boemelaars onder swartsakke en koerante – dit is warm! 'n Mus is ook 'n goeie idée want sodra jou kop bedek is verhoed jy hitte verlies van die liggaam en is jou kans om te oorleef in koue groter.

Brandwonde:

Dit is uiters NB dat jy NOOIT botter/ Vaseline op enige brandwond sit nie. Dit laat die brand baie langer hou. Spoel af met koue water ; sit hydrogel of burnshield op draai toe vir 24 uur met "klingrap". Moet nie met 'n oop brandwond in die bos loop nie, dit word gou geïnfecteer.

Diaree:

NOOIT moet suiker water of flat Coke gegee word nie, die suiker irriteer die derm en dit maak die diaree erger!!!!!!

As jy begin met 'n loop maag moenie 1ste die Imoduims gryp nie, dit sal jou sieker maak aangesien die gogga wat dit veroorsaak het nog in jou is; en omdat dit nie uitgewerk word nie, word dit in jou gestel opgeneem en dan vat dit jou baie langer om gesond te word. Gebruik 'n antispasmodikum (krampmiddel) vir 12 ure soos Buscopan saam met 'n probiotic (Probi flora) sodat die goeie bakterië in jou derm weer terug gesit kan word. Eers NA daardie tyd kan jy begin met Imoduim. Om te voorkom dat jy dehidreer drink Energade /Powerade of enige van die isotoniese drankies wat elektroliete vir jou terug gee SONDER suiker of baie min. Rehidrate of Hydrol is ook baie goed en kan selfs gedrink word as dit baie warm is en jy het erg gesweet. Jy kan ook jou eie maak:

- 1L afgekoelde gekookte water
- ¼ teelepel sout
- 4 teelepels suiker.

Elke keer as jou maag gaan, drink omtrent 50ml vog.

Kantraxil is 'n baie goeie antibiotika om in jou tas te he vir alle maag aandoenings want dit bind die stoelgang en dit help vir die infeksie. Dit help vir voedselvergiftiging tot met water wat jou maag omgekrap het.

Braking:

Maak seker dat jy eerder elke 15 min 3 eetlepels koue vog in neem as wat jy 'n glas vol drink en dit weer uitbraak. As daar net braking is, kan flat Coke geneem word want dit gee energie terug .

Vog genoem by diaree is ook hier van toepassing.

Na braking of diaree moet jy vir 2 dae baie versigtig wees wat jy eet of drink want jou maag en derm is hiper geirriteerd en enige sterk kosse of speserye kan dit vererger. Hier is COKE en alkohol die groot sonde bokke !!!!!



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Bloeding:

Tamponne werk wonderlik vir neusbloedings en as daar 'n penetreerende wond is kan die tampom as drukking gebruik word. As jou neus gebloei het onthou om dit nie vir 24 uur te blaas nie - dit kan weer begin.

Vir tandvleis of tande bleedings kan op 'n teesakkie gebyt word die tee bevat teamien wat bloedstolling bevorder en dus kan dit ook op enige oop wond gesit word wat aanhou bloei en dan styf vas gemaak word met 'n verband.

Voorskrif medikasie:

Maak seker dat jy genoeg het en 'n paar ekstra net ingeval van gestrand word op 'n plek. Neem altyd van elke medikasie 'n vou biljet saam sodat as jy in 'n vreemde plek meds moet koop dat hul kan sien wat is die hoof bestanddeel – hul name verskil van ons s'n. Maak seker dat jou pynmedikasie wettig is in die land waar jy ingaan. Sommige lande verbied die inbring van enige produkte wat Codeien bevat.

Allergie:

Die beste om by jou te he as daar ernstige allergie is soos vir bysteek is die adrenalien-pen wat vir jou 30 – 60 minute koop. Vind by jou dokter uit hoeveel kortisoon kan jy in so geval drink want dit beskerm jou longe.

Vir minor allergie is Allergex goed maar as daar swelling bykom byvoorbeeld met 'n insekbyt, moet kortisoon by gedrink word want dit verminder swelling en inflammasie (rooiheid).

Elke noodhulptas is individueel so pak joune vir JOU behoeftes !!!!

Supplied by Kobus Pienaar – Secretary – Nissan 4x4 Club

(Learn more about this kind of emergency handling in our unique BUSH MEDICINE COURSE in May 2007 – See details herein. Ed)

LAND CRUISER SAAMTREK 2007

It will be held at the Boegoebergdam camping grounds on the banks of the Orange River near Groblershoop (40km from Upington) from Saturday 28 April to Monday 30 April 2007. We expect a turnout from as far afield as Windhoek, Cape Town, Johannesburg and Durban. (Friday 27 th April and Tuesday 1st May are public holidays that can be utilised for travelling.)

Other than camping and relaxing, swimming and fishing there will be a host of activities such as horse riding, abseiling, jet skis, 4x4 trip presentations and fun competitions in which the whole family can take part. But no quad bikes please!

Saturday night 28 April we will have a professionally prepared spitbraai and live music entertainment and socialise... Seeing that most Members will travel from afar, some are planning to do trips to local 4x4 destinations (Witsand, Kgalagadi, Augrabies) after the weekend, so feel free to join up with them.

Cost: A meagre R300.00 per vehicle for the weekend for camping, spitbraai dinner and live entertainment. Entries close 24 February 2007.

Take the initiative, dust off the camping gear and join us for a weekend of fun with families that love the outdoors and their Cruisers!

To learn more see:

<http://www.landcruiserclub.co.za/cms/index.php?name=Forums&file=viewtopic&t=3236&start=0>



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Jurie Schuurman
082 496 5213

CITRUSDAL 4x4x2 NAWEEK
29 & 30 September 2007

Citrusdal Toerisme bied weer die jaarlikse 2x4x4 naweek aan op 29 en 30 September 2007.
Besook asseblief ons nuwe webwerf vir alle inligting www.citrusdal2x4x4.co.za

Kom geniet weer 'n naweek in die pragtige natuurskoon van die Olifantsriviervallei, hetsy met 'n 2x4, 4x4 of "quadbike". Vele roetes om van te kies wat wissel in moeilikheidsgraad of kom neem deel aan sommer net lekker "veldry".

Kontak vir Christine Tredoux by Citrusdal se inligtingskantoor indien u nog inligting benodig:
Tel/Faks 022 - 9213210 of epos info@citrusdal.info

HOOFBORG - CITRUSDAL CELLARS, Tel: 022 921 2233, www.citrusdalcellars.co.za

OFFER FROM DESERT RUN ADVENTURES

Yes, you guessed it, its ADVENTURE time again. There are other adventures throughout the year. Check www.desertrun.co.za for details.
Des Little - +27 82 771 8742

GAMSBURG SAFARIS FOR THAT UNIQUE ANGOLAN EXPERIENCE (AND OTHERS)

Dear 4x4 friend.

Gamsberg Safaris is a specialist 4x4 safari company based in Cape Town and in Henties Bay in Namibia. Since the end of 2005 we open a branch office in Henties Bay, Namibia. Gamsberg Safaris also own and manage an up market guesthouse in Henties Bay with accommodation for up to 14 people at very reasonable rates.

Tours/Activities Gamsberg-Safaris offer:

ANGOLA - WE OFFER 4X4 SAFARIS IN ANGOLA AS FAR NORTH AS LUANDA – 21-day 4x4 unforgettable sightseeing tour to Luanda in Angola; 15-day exploring the South of Angola in a 4x4; 13-day 4x4 fishing Safari with a twist in Angola; Self drive / seated vehicle 4x4 tours;

We at Gamsberg Safaris utilize luxury 4x4 vehicles that ensures the guest on unforgettable experience at remote places of extreme beauty.

For more detail on these tours, please let me know or have a look on our website www.gamsberg-safaris.com Commission on the selling of our tours is negotiable.

Please contact me on this e-mail address or on +27 (0) 949-0001.

Kind Gamsberg Regards.

Mariaan.

GAMSBURG SAFARIS - Big enough to be professional, Small enough to give a personal touch!!!

e-mail: info@gamsberg-safaris.com / Web - www.gamsberg-safaris.com

Phone./Fax: +27 (0)21 949 0001 (office)

Cell: +27 (0)82 871 8183 (mariaan)

Phone/Fax: +264 (0)64 501912 (hennie)



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PONTO NEWS

Ponta do Ouro itself was not as busy as it has been in past years due to a number of reasons. I think people are going farther North over their longer Christmas holidays, the stronger Rand is making those overseas holidays a tad more affordable and last but not least, people are torn between R & R/diving on the one hand and competing with the unruly biking fraternity on the other.

Great attempts were made to display signs around town as to the rules to be followed should you be a Quad Fan. Money was spent on accommodating a traffic police force to police the unruly. That did have some effect, but we are not yet at the point where safety is not an issue and noise levels to a bear minimum.

On a good note we are still working on solutions. Should you want to give your view and comments on this matter please click on this link. <http://survey.vcorrespond.com>

Needles to say New Year was wild and wet. We never made it out there, but have it on good authority that a good time was had by all.

On that happy note we trust you had a great Easter and look forward to seeing you soon. Any comments or views are much appreciated so don't hesitate to drop us an email.

The Devocean Diving Crew

Devocean Diving

web : www.devoceandiving.com

mailto : info@devoceandiving.com

cell : 083-6574050 (international: +27-83-6574050)

HEAVENLY NEWS

There's a new comet in the southern hemisphere: Comet Lovejoy (C/2007 E2). Terry Lovejoy of Australia discovered it on March 15th using, remarkably, not a telescope but only an off-the-shelf digital camera. The green comet is too dim to see with the naked eye, but it is a nice target for backyard telescopes. After five days of monitoring, the comet's orbit is now known with some accuracy and it is possible to make predictions about Comet Lovejoy's future movements and brightness. Visit <http://spaceweather.com> for details.

130 000 MEMBERS FOR McCARTHY LOYALTY PROGRAMME

McCarthy Motor Holdings has announced that its unique loyalty programme, Club McCarthy, has broken through the 130 000 membership barrier.

"Club McCarthy spearheads the company's focus on customer retention and fulfilment, and ensures a dedicated focus on service excellence," said Brand Pretorius, chairman of McCarthy Motor Holdings. "Membership to Club McCarthy has shown consistent growth since its inception in 1995, driven by the aim to provide customised assistance and a quality service to our members."

For more than a decade, Club McCarthy has been offering meaningful benefits, ensuring its members have total peace of mind in the event of an emergency. A free one-year club membership is automatically included when a customer buys a new or used vehicle through McCarthy Call-a-Car or any McCarthy dealership. In addition, non-McCarthy motorists are also given the opportunity to join this unique motoring club at a nominal yearly fee.

"For us at McCarthy Motor Holdings, it is just one of the numerous ways we are adding tangible



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value to our customers' total motoring experience," said Pretorius. "Since its inception, Club McCarthy has managed to continuously monitor the ever-changing needs of our members and subsequently introduced a range of innovative customer centric offerings in order to meet these demands."

Club McCarthy offers convenience to its members through round-the-clock roadside, medical and home emergency services. The programme also recently expanded their services and now offers cash-back to members who make their travel arrangements through Club McCarthy which could result in savings of between 30% and 70% on holiday accommodation. Club McCarthy has various other offerings on bond registrations, cellphone pre-paid and contract deals, as well as insurance.

The Club also offers a range of discounts on big brand products and services that include gyms, spas, movie tickets, music and entertainment. Other services include a comprehensive information and procurement service, a free Dial-A-Teacher service for member's children, free legal assistance, etc. Members will also receive quarterly complimentary copies of the Club McCarthy "Alive" magazine which includes exiting cash-back product specials, vacation deals at a steal and more.

"Club McCarthy is more than just a club, it is a value-added service aimed at making our customers' lives easier, and providing them with the assurance that we are there to help them - wherever the road may lead," concluded Pretorius.

Club McCarthy can be contacted on 0860 258 262 or visit the website at www.clubmccarthy.co.za

OFFROAD BIKERS TAKE NOTE!!!! A LIFETIME OPPORTUNITY

Germany & Austria motorcycle Tour - EXCITING ROADS, ROMANTIC CASTLES and BREATHTAKING MOUNTAIN PASSES:

Date: 10th June 2007- 23rd June 2007

Tour: 12 days through Southern Germany and Austria

Bikes: Choose between The BMW R1100S, R1150GS OR R1200GS

Included in the price of this all-inclusive tour is Motorcycle Rental, a Support Vehicle, Experienced Tour Guide, All Accommodation, All breakfasts, Wine and Beer tasting, 2 dinners, Transfers to and from the Frankfurt Airport as well as a Free Sama Tours Gift Pack

What is not included:

Airfare, Petrol, and all meals not specified, estimated costs are Available.

So how much does it cost:

Sharing accommodation, 2 up on motorcycle = €2850

Sharing accommodation, 1 up on motorcycle = €3500

Single accommodation, 1 up on a motorcycle = €3500

These rates apply to all motorcycle models as above. Visit www.xe.com for up to date info on exchange rates.

So how do YOU book?

Call Nicole on: (Cell) 0721830028, (Office) 012 3422994 or Email us @: Info@samatours.co.za

CHECK OUT THE TOUR ON OUR WEBSITE:

<http://www.samatours.co.za/Germany%20Tour.htm>



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I am looking forward to welcoming you on a German motorcycle Experience!!!
Warm regards,

Nicole Berman
SAMA Motorcycle tours
info@samatours.co.za
www.samatours.co.za

Making all your motorcycle dreams come true....

12 DAY TOUR:

Day 0 Depart Jo'burg Airport 10.06.2007
Day 1 Arrive In Frankfurt. Shopping Possibilities For Bike Gear; Traditional Apple-Wine Tasting
Day 2 Assignment And Briefing, First Tour Impressions
Day 3 Heidelberg And Castles Tour; Wine Tasting
Day 4 Wine Region And Black Forest
Day 5 Black Forest And Lake Constance
Day 6 Lake Constance To Allgäu
Day 7 Bavarian Alps And Austria
Day 8 Austrian Mountain Passes
Day 9 Through Bavaria To Munich
Day 10 Blue Danube And Old Romantic Villages
Day 11 Romantic Tour Along Main River
Day 12 Return To Frankfurt And Transfer To Airport
Day 13 Arrival Jo'burg Airport

HIGHLIGHTS: Apple Wine Tasting, Eberbach Castle Ruins, Neuschwanstein Castle, Hitler 'S Mountain Retreat- "Eagles Nest", Speyer Air And Transportation Museum, Black Forest Ridgeway, Germany's Largest Waterfall In Triebberg,, Traditional German Food, Old Villages, Spectacular Mountain Passes.

A DECADE OF RALLYING FOR LITERACY

Rally to Read, an annual drive to improve literacy in rural schools around South Africa, is celebrating its tenth birthday.

Over the past decade, this ground breaking literacy development programme has successfully invested over R21.5 million in improving the quality of literacy in 376 remote rural South African schools. This year it will invest an anticipated further R4.3 million in the 135 schools which currently partner the project.

During the five weekends of May, more than 425 off-road vehicles will travel in convoys to the far reaches of the country to deliver books, science kits, educational toys, sports goods and other useful items to these remote schools.

The main organisers of the event are McCarthy Limited, Financial Mail and the Read Educational Trust.

The Rally to Read has grown exponentially since plans for the first Rally were drawn up in 1997. The inaugural event involved just 25 4x4s delivering R180 000 worth of books to 13 schools in KwaZulu-Natal. Having grown in leaps and bounds, the 2007 Rally to Read will involve around 100 sponsors, represented by 1 300 participants, who will venture to nine remote areas in eight provinces.



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The project's main goal is to instil the love of reading and to improve the literacy and language skills of 35 000 learners this year. Participants use their own vehicles and energy to deliver books to these schools. The visits also signal the start a teacher development programme at each school, worth at least R1.7 million. This training ensures that world-class teaching methods are shared with teachers of these remote schools and they can therefore teach literacy efficiently. It also helps guarantee that the books will be put to sound use.

In addition, participants will assist with the delivery of sponsored science kits, classroom stationery, blackboards, soccer and netballs and other useful items to the schools. (For many children this is the very first time they have ever received a brand new beanie or plastic water bottle!)

"The annual Rally to Read brings together individuals and company representatives intent on supporting the efforts of rural schools to provide a better quality education for their learners." said Brand Pretorius, chief executive of McCarthy Limited. "Rally to Read has benefited greatly from the involvement and energy of the thousands of Rally participants who have, over the last 10 years, each added something unique whilst participating in the weekend events to visit the schools."

An adventurous rally into some of the beautiful, little known, areas of our country, along with the obvious gratitude and excitement on the faces of the eager learners can prove to be a moving experience for the corporate participants. Many report that they return home, having benefited more than the learners themselves.

Visits to these primary schools usually reveal the enormous needs that exist within rural education. Due to poverty, poor roads and long distances, resources are limited - books are almost non-existent - and teachers are among the least qualified in the country. The reading skill level of the average 16-year-old child in a rural school lags up to seven years behind that of urban children. The obvious improvement in the children's reading, as well as their confidence, makes for repeat visits to the same schools by the sponsors.

"It is truly a gratifying experience to be in a position to make a tangible investment in the lives of thousands of young South Africans and thereby, the future of this country," said Barney Mthombothi, editor of the Financial Mail. "Rally to Read is also a unique opportunity to make a positive and tangible contribution towards the quality training of foundations skills that will enable learners to succeed in school and in later life. "

The three year professional development programme that READ conducts with the teachers of the schools, aims to embed world-class teaching methods in these faraway places. It also encourages the effective teaching of literacy skills as a foundation for life-long learning.

"Schools and communities benefit greatly from this project, and organisers, sponsors and volunteers are commended for their involvement and personal, hands-on approach," said Pam Richardson, organiser of the Rally to Read.

"The project operates under the understanding that the youth of today need to be able to read and write effectively if they are to be able to take advantage of opportunities in the future. Rural children are however most at risk of not developing these skills - largely because of the lack of resources in their schools - and it is this which the Rally to Read helps to address."



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For more information, please contact the Rally to Read coordinator, Pam Richardson on (031) 268-9298 or e-mail rally@mccarthy.co.za

HELP REQUIRED IN COMMUNITY – PLEASE ASSIST

We have "adopted" an old age home in Sunnyside for this year. There are approx 70 "lifetime enhanced individuals" who look after themselves and are often forgotten. They have a need for EVERYTHING as they are totally self reliant for food (breakfast and supper), cleaning materials and personal hygiene. Each person receives a government pension of R850 per month of which R600 goes for board and a lunch. As you can imagine, the R250 left of the pension doesn't really cover breakfast, supper and personal hygiene for the rest of the month!!

For the moment, I identified a few items which will make a huge difference in the end which I hope you may be able to assist with:

- 4 large dustbins (1 on each floor service kitchen, they hang a plastic bag in the window now)
- Curtains and Net Curtains
- Bed linen : Duvet covers and inners, sheets, blankets, pillows, night frills
- Table Linen: Overlays and tablecloths
- Empty plastic containers in any form or size (for frozen food prep)- 2 litre ice-cream containers, 1 l yoghurt containers with lids etc.
- Plastic bags (shopping and packaging)
- Crockery, cutlery, ornaments
- Soap dispensers for kitchens and bathrooms
- Intercom system for Comms between office and floors/rooms.
- TV Aerial (not bunny ears, they are between buildings and need something high on the roof)
- Carpets
- Side tables and small tables for magazines etc
- Magazine and books
- Board games and old PC's with basic games

Bigger items:

TV, Stove and Fridge, beds and mattresses in any size, old PC's with games.

If you have anything which takes up space or that you have changed the colour scheme etc, it would be really appreciated if you consider donating your old stuff to them.

On a day to day basis there is a need for tinned food, 2 minute noodles, breakfast cereals, fruit, dry food products and personal hygiene items.

Please contact Magda Maas at maasplaas@telkomsa.net or 083 633 2574 as she is the facilitator for this project.

JOIN AN AFRICAN CHARITY FOR AS LITTLE AS 2 POUNDS A WEEK

Support an African Charity... The problems children face in the developing world differ, but the cause is always the same - poverty. Do something extraordinary today... and start changing a child's life for the better.

A regular donation of £2 a week, just £8 a month, helps provide support for some of the world's poorest people. It's amazing how far £2 can go! Something so small can make such a lasting difference. Click to Donate: <http://www.s2d6.com/x/?x=c&z=s&v=462867>



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There are many other African Charities for education, welfare, health - any of whom would appreciate a donation, no matter how small - have a look through the African Charities page by clicking here <http://www.africaguide.com/charity.htm> to select the charity you want to donate to.

KARIBA ELEPHANTS AT THREAT !

Hello All out there who have an interest in conservation.....!! In haste and for your info.....!

Something that horrifies me, and am sure will do the same with you. National Parks are going to cull Elephants to feed crocodiles. Apparently they are going ahead with a plan to build their own Croc Farm here in Kariba. Nothing wrong with the Farm proposal, but what worries me sick is..... the fact that they propose to feed the crocs with OUR ELEPHANT!!

They intend to cull between 50 and 100 Elephants per year to feed the croc's. We DO NOT have that sort of population here. Most of our Ele's are 'tame'...human orientated and gentle old creatures! If they even shoot 50.....that will be the end of our Kariba elephant population? And they DO NOT have the right to shoot them in the first place??

They do NOT own the animals.....although they like to think so!! They propose to put this farm right in the middle of the Kaburi wilderness game area, on the shoreline opposite Zebra and Antelope Islands. Obviously so that they have direct access to any Elephant wondering past, and the remaining Buffalo and whatever is left there, for food to feed their croc's. We cannot allow this to happen.....and we MUST try by all means to block this proposed program!.

Even more distressing is that they have the backing of Wayne Horsley. He is apparently a Pro Guide, and is going to be involved with the setting up of the farm, and then managing the same.....and with the shooting of the Elephant. (What a disgrace as far as I'm concerned!!) He has already shot one (injured by a snare) Elephant out by the Banana farm in an attempt to work out what the meat will weigh, and subsequently how many Elephants will need to be shot to feed the crocs for a year??

Kariba thrives on it's Ele population. Most of them are well acquainted with humans and traffic, and are a pleasure to have around....especially as a draw for the few tourists we get here! PLEASE help us protect them by spreading the word about this disastrous idea.....and in the case of some of you, get it to the knowledge of C.I.T.E.S. and any other international organisation interested in conservation who may be able to block these bloody fools in Nat Parks. I have passed this info on to Johnny Rodriguez of ZCTF and to a journalist mate of mine in the UK in the hope that it will become international news

We need to involve WWF and others like them to help us save the Elephant here in Kariba. So please spread the word.....Cheers for now, and look forward to your assistance.

Best regards,
Geoff Blyth.
P O Box 196, Kariba

SOME MOZ NEWS AGAIN....

Dear Alan

Our new adventure last week was Inhambane - Derek's Pro Divers, Jeff's Palm Resort and Guinjata Bay Resort. A group of 14 divers and non-divers thought we would go exploring in another part of Moz. So now we can look back with first hand experience of the Kommartiepoort border, how do exchange money, the petrol stations to use, acceptable speed limits, the meaning



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of the yellow & blue triangle for the car, swimming with a Devil Ray for 10 minutes - unfortunately I was not on the boat that swam with the whale shark or Manta's so guess I will be going back, best peri-peri, where to find Mama Rosa and her prawns, a deep sea manicure, celebration of a friends birthday, bags of roasted cashew nuts from Chicken, a cool breezes while sleeping in comfy beds, majestic moon rises.....

I am going to have to admit that I have found a bar deck that is as good as Malongane's if not better. As it has a restaurant and bar with a magical view. The beach is great and lots of room for kit flyers and long lazy walks. An ideal bay for kit surfers, sand castles, snorkelling etc. Fresh fish is available from the fishermen - deep sea and spearing. The palm trees to me look like they are always greeting one as they move in the breeze but just remember that every coconut tree or coconut (even on the ground) has an owner. There is a great team at Jeff's & Derek's Pro diving. The DM's are fantastic & passionate (thnx Tibeia and Dennis) and the dive staff are pleasant & enthusiastic - Derek is working with an awesome team. We can also recommend the food at Guinjata and the accommodation (Nicole thnx for answering all my questions).

All in all Inhambane was wow but I think you should rather check out the photos and info on the web page. They tell a better story than I can www.landandsea.co.za - take a look at the section under Mozambique the pictures and attachments.

Driving back we stopped in at Praie do Sol in Bilene (great set up Leo) and Maputo so now I also have some more first hand knowledge.

If anyone knows of work going in the Pretoria/ JHB area for a mechanic or for someone with a heavy duty drivers licence please let me know as I have someone to recommend to you.

Joscelin Whitfield +27828950303

HONEYDEW MAZES PROSPER. HAVE YOU BEEN THERE?

What started in February '05 with a leap of faith and Africa's first Maize Maze has grown in leaps and bounds into a recreational venue with an array of challenging outdoor mazes, puzzles and most recently indoor table-top games. The business has four distinct but complementary facets - family adventure; kids parties; corporate fun days and school outings.

Our third annual Maize Maze will open at the end of January '07 and next year's complex design is that of a giant dinosaur and the in-field game will be all about adventure, discovery and the ancient civilisations. With all the rain we are 'enjoying' at present the newly planted mealie field is growing quickly. Every year we set out to provide a completely different and superior experience and we are having great fun putting together the final material for Dinomaze 2007. Please remember to diarise to visit us during February, March and/or April '07 for this unique event - we are already taking bookings for schools and kids parties

Phone : 011-794 5818

Mobile : 073-795 2174

PAJERO IS A PRODUCT OF DAKAR SUCCESS

By John Cotton

Mitsubishi's new Pajero has been moulded by the company's successes in the Dakar rally. Said a spokesman at the launch of the new Pajero this week: "Every time we race - in whichever rally, and whether we win or lose - we learn a lot and transfer this knowledge into the next generation of vehicles."

The fact that it has won seven consecutive Dakars, including the 2007 edition, speaks for itself.

Ironically, Mitsubishi probably spends far less on racing and rallying than other motor companies; staff members actually go fundraising among their colleagues, months in advance, and volunteers at the Japanese offices give up their leave to form support teams. That's dedication for you.

The latest, fourth-generation, Pajero is all new: new body in a choice of three-door short or five-door long wheelbase, new platform and new engines.

There's a 3.2-litre, four-cylinder diesel with common-rail direct fuel-injection giving a claimed 121kW at 3500rpm and 373Nm at 2000, and a 3.8-litre V6 petrol engine for which Mitsubishi quotes 184kW at 6000rpm and 329Nm at 2750 rpm.

A five-speed semi-automatic transmission with manual sequential change is standard in either case, with a transfer case offering four driving modes.

2H drives the rear wheels only and conventional 4H gives a front/rear torque split from 33:67 to 50:50. For climbing or controlled descents you can choose 4HLC (4WD high range with locked centre differential) or 4LLC (4WD low range with locked centre differential).

The latter, says Mitsubishi, will get you out of difficult situations in the harshest of off-road conditions.

But by far the best feature for some will be the Rockford Fosgate sound system. The LWB Pajero has 12 – count them - speakers, including a huge one in the rear. An hour stuck in traffic provided an excellent opportunity to test the system: on maximum volume it vibrated the rear bumper of the vehicle ahead.

The traffic jam also showed that the diesel engine is very versatile. After lugging the vehicle up and down deep ruts on a 4X4 track earlier in the day - under the watchful eye of ace driver Sarel van der Merwe, no less - the diesel engine was happy to trickle along at 700rpm for an hour in the homeward-bound traffic.

Hard on the posterior

The seats, however came in for some criticism after such a long stint. Mitsubishi says it has focused on refining the seats and making them more comfortable, but we found them a bit hard on the posterior and lacking in support.

No complaints about the brakes, though; they wipe off speed very quickly, without fuss, and the steering, which is nicely weighted.

The interiors of both long and short-wheelbase versions are spacious and airy, giving plenty of head and leg-room for both front and rear occupants, and the large sunroof adds to that airy feeling. The new Pajero has a four-star Euro NCAP rating and all models have side, curtain and dual stage front crash bags.

Nice one, Pajero.

Prices:

3.2L GLX LWB - R393 000

3.2L GLS LWB - R487 800



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3.2L GLS SWB - R477 300
3.8L V6 GLS SWB - R379 100

SA-BUILT HUMMERS IN SPOTLIGHT IN EUROPE

The Hummer brand will arrive in the UK this week with the opening of that country's first dedicated Hummer showroom. Sales of the SA-built right-hand drive models will start there in the next few months.

All previous H3's, left-hand drive only, were assembled in Shreveport, Louisiana. They will now be assembled at the new R100-million plant in Struandale, the former Delta plant in Port Elizabeth.

Bob Lutz, GM's vice-chairman for global product development, unveiled a prototype South African right-hand drive H3 while opening the Bauer Millett Hummer showroom in Manchester, northern England.

"The Hummer's iconic design and unparalleled off-road ability appeal to a wide audience globally," Lutz said. "We are determined to build on the brand's unique recognition in Europe - and especially in the UK."

Bauer Millett, the UK's only Hummer licensee since 2002, has been in business since 1973 and associated with General Motors since 1988. Several more dedicated Hummer showrooms will be opened across Britain.

The brand is also growing in continental Europe where the Kroymans Corporation has the exclusive rights across 27 countries. Sales have more than tripled from 624 in 2005 to 2006 in 2006 and will likely grow further when the SA-built units reach their showrooms.

GM acquired the rights to the Hummer brand in 1999 and since then sales have grown from around 1000 vehicles in 2000 to more than 82 000 in 2006. The H3 made its debut in North America in May 2005 and helped make the Hummer one of the fastest-growing truck brands in the US by the end of 2006.

The H3 is a smaller, more efficient, package that, GM says, has kept the Hummer's unique, iconic design and superb off-road performance. The SA-built units, which will also be sold through GM dealers in South Africa, has a premium interior design and a 3.7-litre engine with the choice of a manual or automatic transmission; full-time all-wheel-drive is standard.

It is no longer a monster vehicle; the H3 is less than five metres long – shorter than some large sedans – so is fine for city traffic as well as the bush. It's powered by GM's Vortec 3.7-litre engine with two overhead camshafts and variable valve timing and designed specifically for this application.

It delivers 180kW at 5600rpm and 328Nm of torque at 4600rpm and drives the first Hummer to have a choice of manual or an auto transmission. The manual transmission is a five-speed, floor shift, the auto a four-speed Hydra-Matic 4L60 with electronic control, but both send power to an electronically controlled all-wheel drive system that's supported by traction control, (optional) lockable rear differential and (standard) stability control.

Whatta wader

The H3 can ford water 407mm deep at up to 30km/h or 610mm deep at 10km/h and climb over 407mm vertical steps or rocks.



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This off-road performance is helped by the "wheel at each corner" design that allows a maximum approach angle of 37.5 degrees and maximum departure angle of 35.5 degrees. These angles permit the H3 to drive into a hole and out again without getting hung up front or rear.

A 219mm ground clearance and maximum breakover angle of 23.5 degrees make it possible to clear large obstacles in off-road driving and its turning circle is 11.3m.

GET TO EZEMVELO AND RELAX RELAX RELAX

Ezemvelo Nature Reserve is a 5 500-hectare reserve situated 22 kilometres from Bronkhorstspuit in Gauteng. The property lies within the Bankenveld ecotone (Acocks, 1988), which is primarily the transition between the grassland and savanna biomes. Elements of both biomes are contained within the reserve, making it exceptionally valuable ecologically, and biologically.

Because of the undulating landscape, rocky ridges are well developed. The reserve has 22 plant communities and is home to numerous red data plants, including *Delosperma leendertziae* and *Frithia humilis* (Swanepoel, 2007). Rocky areas are home to a number of small mammal species such as Woodland Dormouse (*Graphiurus murinus*), Rock Elephant Shrew (*Elephantulus myurus*), Jameson's Red Rock Rabbit (*Pronolagus randensis*) and Dassies (*Procavia capensis*).

The well wooded Wilge River is a perennial water source, home to a wider diversity of fish and water loving mammals i.e. Cape Clawless Otter (*Aonyx capensis*). The many rocky outcrops provide ample daytime refuge for a number of bat species.

We may be well into Summer but the animals are still producing those offspring everyone likes to see. Anyone reading this, that has not been out to Ezemvelo recently, needs to get out to 'recharge' and see the animals in such fine family form. Most weekends this year have been fairly well booked and if the trends continue we look forward to a good year.

To book please phone: 013 680 1399 fax: 013 680 1397
Tourism Management: Maroti Tau 013 680 1366/083 655 3638
Office fax: 013 680 1082
ezemvelo@telkomsa.net

TOYOTA HILUX 3.0 D-4D DOUBLECAB 4X4 - FEEDBACK ON OWNERSHIP EXPERIENCE AFTER 12 MONTHS AND 22 000 KM

Hi fellow travellers!

A. Background:

Having driven VW Microbuses (one Syncro) for a period spanning 13 years and a Range Rover Classic for 7+ years, it was unfortunately time for a replacement of a different nature. The family thoroughly enjoyed the space and comfort of the buses, but the principal driver was unhappy about its inability to traverse terrain he wanted to venture onto / into! The 1983 four door Range Rover (one of the first 4 door versions) is considered unreliable for overlanding and is used for weekend trips and venturing into mountains and rough terrain within a radius of 3 hours from home to facilitate recovery. This is not a reflection on the build quality of the vehicle, but rather on the maintenance regime (or lack thereof) as applied to a 3rd vehicle in the household.

Enter a station wagon / double cab option with 4x4 and low range ability a must have!

The vehicles considered included the following:

1. Station Wagons: Toyota Landcruiser GX petrol, Nissan Patrol diesel
2. Double cabin pickups: Nissan Navara diesel, Isuzu diesel, Toyota Hilux diesel
3. Others: looked at the Landrover Defender 110 and Toyota Landcruiser Pickup (contemplating a doublecab conversion).

Through a process of elimination (took about 6 months to prioritise criteria and weightings), I finally decided to purchase the Toyota Hilux in its latest guise, namely the D-4D 3 litre turbodiesel doublecab Raider 4x4.

Once I narrowed the choice down to the Toyota, I did my homework and during my research asked the following questions: (I have yet to receive satisfactory answers to most of them):

- A1 Why did Toyota stick to 15 inch rims when most of the competition has evolved to 16 inches and in some instances 17 inches? The end result looks as if someone specified the incorrect tyre and rim size. There are these really odd size small tyres in the large wheel arches!
- A2 Why did Toyota decide on such an awkward tyre size? A 255/70/15 is not standard equipment on any other popular LDV and is not a commonly stocked tyre size at any dealer in Southern Africa.
- A3 Why is the ground clearance of the bakkie lower than that of the Prado and significantly lower than the previous generation and the opposition?
- A4 The rollbar is only bolted to the front and side of the loadbox and the feet rest on the floor / wheel arch of the loadbox. Is this adequate in terms of providing strength and support in the event of a rollover, or is the rollbar merely there for cosmetic purposes?
- A5 Why did Toyota stick to drum brakes on the rear wheels? Especially if the Southern African dust, mud and sandy terrain is taken into account.
- A6 Is the sump guard (3 pieces of thin metal sheeting) strong enough to withstand rough terrain knocks (particularly when taking the low clearance into account)?
- A7 Why is the dashboard instrumentation display not able to display both odo and trip-meter at the same time? Makes it difficult to see trip distance readings compared to overall distance.
- A8 Why are there 3 circular clusters for the instrumentation binnacle? It is difficult to get into and clean!
- A9 Why is there no outside temperature display? (OK it's a nice to have, but very useful and the Fortuner has it!)
- A10 Why is the space behind the rear bench seat not accessible? (The upright section cannot fold forward).

B. Purchasing / Specification Issues and changes to original supplied equipment:

I took delivery of the bakkie on 17 November 2005 (order was placed on 31 May 2005). The following were issues I had to deal with to get the bakkie to fulfil its intended role as long distance holiday transport, overland / offroad travelling vehicle and tow vehicle for the boat:

- B1 Loadbox Area Protection: It is a bakkie after all and therefore I opted for a poly urethane coating to protect the loadbox (went with Rainbow - heavy duty industrial coating). Metallic paint jobs do not take kindly to loadbox scratches. Liquid spills now clean quickly and easily as most nooks and crannies have been closed up.
- B2 Rollbar vs Canopy: I was not convinced that the roll bar was sufficiently well anchored to provide protection should the bakkie roll. The rollbar is anchored by bolts fitted to the top of the loadbox area. Are those bolts not going to tear out when needed? I therefore ordered the vehicle without the rollbar and opted to fit a strengthened canopy instead. The Beekman legend canopy (with brake light, inside rooflight, sliding windows, tinted, vent and

- colour coded) is really a good simple and sturdy design and has so far handled off road conditions very well, bearing in mind it carries a roofrack and rooftop tent.
- B3 Sidesteps: The standard sidesteps, consisting of 2 flat aluminium treadplates, mounted on each side of the vehicle between the front and rear wheelarches and fixed to the body and not the chassis, were replaced with the Toyota stainless steel pipe-type side mounted steps. This was done in the misguided thinking that the new ones will provide better protection and better breakover angle clearance. The clearance certainly did improve, however the fittings did not survive the first clay hill encounter. The support brackets bent! Burnco Rock sliders that bolt onto the chassis are the way to go ...
- B4 Suspension: To increase the front ride height I had to fit an Old Man Emu suspension system to the bakkie. The front was replaced with a light duty OME coil and shock setup to gain extra clearance. In its standard trim the front suspension is unable to clear a brick lying in the road! The added bonus of the change was a better ride quality when empty. The change to OME provided 50mm of additional front ground.
The rear suspension was initially changed to an OME medium duty set of leaf springs and shocks. This was replaced with a heavy duty OME leaf spring and shock setup after the first long trip. The Toyota specification states that the standard double cab bakkie can handle (GVM - Tara) = (2770-1799) = 971 kg. I beg to differ after my first holiday experience! There is no way that the standard suspension can handle that kind of load. It would appear that the bakkie was set-up with a city driving low load configuration in mind. In addition a recent query by a friend who owns a similar vehicle revealed that Toyota reckons the Hilux is good for 1140 kg. This is certainly not borne out by practical experience! Confucius reigns!
Altering the rear suspension did not change the differential clearance amount (steady at 235mm after fitting of the tyres). However it did raise the body when empty (by 40mm). The real benefit is the lack of sagging when fully loaded! Now at least the body is almost level when loaded.
- B5 Tyres: The tyres were changed to a more aggressive offroad type and the size was changed to 31 x 10.5 x 15". This improved ground clearance and offroad traction with the added bonus that it improved the side appearance due to the larger diameter rubber in the wheelarch (BFGoodrich A/T's rule, except on wet tar roads ... be warned). In addition I am now able to obtain replacement tyres in most parts of Southern Africa as the 31" is a standard American specification. The tyre changes provided just short of 25mm of additional ground clearance. The increase in diameter from 738 to 787mm equates to 6,7 %, but the change did not affect gearing unduly, at pull away in 1st gear it is not noticeable, but 5th gear driving is not recommended below 70 – 80 km/h. The speedo accuracy has improved from 7.5% (CAR road test Aug 2005) to 2.08% overread. This fact becomes important when comparing fuel consumption figures,
- B6 Sump Guard: Due to the low clearance (standard = 212 mm, according to Toyota spec sheet) I cannot even clear a brick (height = 222 mm), let alone venture onto offroad terrain. To prevent the constant worrying about sump and ancillary equipment damage, the Toyota protection (consisting of 3 thin metal plates resembling tin cans) was removed and replaced with a 3mm thick LA Sport steel bash plate. Bought me serious peace of mind and has already paid for itself on sharp entry angle sand dunes!
- B7 Towbar: The Toyota specified towbar would have entailed another significant drop in exit angle clearance. The decision was therefore made to replace the rear bumper with an integrated rear bumper / towbar combination from Burnco. This resulted in an improved exit angle and a very sturdy towbar with a removable drawbar. In addition, the support hole for a spare wheel carrier is part of the bumper as is the hi-lift jacking points. Interestingly, there is no wiring loom part available from Toyota for the electrical plumbing of the towbar. This is in contrast to the previous version of the Hilux (KZ-TE family) for which Toyota did sell a kit.

- B8 **Seat Cover Material:** The Toyota seat cover material is susceptible to the build up of static electricity with the resultant shock being sustained when touching a metallic part such as the door! As the vehicle is used to carry a family of 5 (including 3 sets of grubby children hands & feet) on holiday and off-road conditions where dirty seats are a given, it was decided to cover the seats with a cotton/canvas cover. The House of Henry seat covers enables relatively quick removal, washing and refitting. No more dirty seats and as an added bonus, no more static electric shocks!
- B9 **Nudge Bar:** Once again the Toyota part is not fit for the purpose I wanted it. I was looking to fit a nudge bar purely as a means to mount the spotlights. The Toyota version was too low, did not have a flat section to be able to mount the lights onto and detracted from my hard won ground clearance! A TJM nudge bar solved the above mentioned problems and is indeed proving to be a sturdy support for the lights! The bottom of the bar contains a flat protective steel cover plate that dented when I encountered the 2nd dune! It has now been permanently removed. The plastic Toyota bumper is flexible and absorbs the odd sand dune knock quite well.
- B10 **Roofrack:** We are living in Africa !!! The design of the Hilux roof is such that no available practical fittings are able to support and tie down a rack onto the roof. That is, if you are unwilling to drill holes in your roof. I wanted a sturdy support system for the roofrack and was therefore forced to fit a rail onto the roof so that the rack can be bolted to the rail. This implied drilling holes in my roof to tie down the rail! Questions start forming about where and how Toyota does its South African market research? Or is it a case of Japanese ownership dictating to the local market ... ?
- C. **Driving impressions and ownership feedback:**
- C1 The build quality is not in the VW league. The quality, fit and permanency of the plastic trim could be improved. I am currently missing some grab handle covers that popped off in the Richtersveld. When this was pointed out to the factory representative during the 20 000 km service, the response was that it must have been damaged by the roofrack fitter! It would seem that Toyota is no longer willing to stand by the perceived quality of their vehicles. In addition I mount my GPS either via the supplied sticky plastic mount or I use presstick. Due to the roughness of the dashboard finish this has proved to be a mistake. There are marks left by presstick I am unable to get off - don't wanna use solvents for fear of damaging the dash! Be warned on how you fix anything to the top of the dash!
The plastic trim around the rear fenders are very prone to stone chipping, but I prefer to be able to remove, respray and refit them than have the same damage on the actual metal loadbox panels. You win some and you lose some ...
- C2 The airflow to the rear bench seat of the vehicle is pathetic, having so far resulted in 3 occasions of children vomiting (fortunately with sufficient pre-warning to enable the window to be opened with little mess inside the car). Now I know why the driver has the electric window controls at his right hand fingertips! ... and we have learnt to travel long distance with the sliding window open to create a natural flow path and therefore allow air to pass through to the rear passengers. The noise is intrusive, but preferable to sick children!
- C3 The air-conditioning is wonderful for the front seat occupants. It is pathetic for rear seat passengers. When the temperature is acceptable for the rear occupants, the front ones are freezing their butts off!
- C4 I have 3 children, which means that we use all three rear seat safety belts. The middle one unfortunately is only a lap belt. I consider this a safety risk, particularly as there are competitors in this market with 3 inertia reel belts in the rear. It negates the practicality of having the biggest rear bench seat in its class.
- C5 The bodywork is rather thin and prone to denting. In some cases, larger dents e.g. on the wheelarch in the loadbox area, have been dealt with successfully by forcing out the dent from the reverse side (by hand from within the wheelarch).

- C6 The fitting of the canopy enables the vehicle to be used as a station wagon. The rear compartment is not used for carting dirt, rubbish or commercial freight, but is used to transport the family camping equipment, clothes, water and food. The canopy was specified with a vent in the roof, serving two purposes. Firstly to provide positive pressure in the load area to eliminate dust entry as far as possible and secondly to allow heat to escape when parked in the sun. It does both jobs admirably, bar the dust entry at the tailgate, due to large gaps between the body and tailgate. These had to be sealed with automotive rubber linings.
- C7 Ride and handling is fantastic for a Toyota doublecab! The front OME suspension is great for soaking up bumps and gives a softer ride than the original coils and shocks (even on tar roads), without wallowing. The rear heavy duty OME suspension is remarkably bounce-free when empty. It actually feels like a firm sports car and not an empty bakkie with a one ton load rating. Gone are the days of an Ama-Dubbel-Hop-hold-on-for-dear-life ride! Fully laden it still sags a bit in the rear (up to a point), but handles irregularities in the road (read dongas and Botswana corrugations) very well. Certainly one of the better improvements.
- C8 Brake feel is perceived to be rather pathetic for this type of vehicle. Certainly the suspension changes play a role in the front/rear brake balance bias, so that when empty it relies more on front braking power than rear. Although equipped with ABS, I would still argue that the brake pedal "feel" is too vague and requires quite a bit of effort (read stand on pedal a la Land Rover) to bring about short stopping distances. I would have preferred larger discs in front and a set of disc brakes on the rear wheels.
- C9 The engine is a jewel! I have always been a fan of a big four cylinder engine as opposed to a small six or five. It is smoother than my wife's VW Touran 1.9 Tdi and having the full torque value available from a theoretical 1400 RPM is great. In practice the engine pulls really well from approximately 1800 RPM. It makes for relaxed travelling over deep/loose sand terrain. Not sure yet what it will do on mountainous / rocky terrain requiring low range 1st gear low rev lugging capability, as the vehicle is nearly 5,3m long and is a turbo-diesel. I prefer to use the Range Rover V8 on terrain such as offroad mountain slopes!
- C10 The bakkie enjoys stretching its legs and long distance travelling is comfortably done at speeds of 120 to 130 km/h (GPS confirmed readings). It drives and handles like a big sedan at these speeds (except for the already mentioned braking issue). The driving position is definitely in the comfortable car category, which is amazing for a light commercial vehicle. Toyota got this one right - I can drive a full day without feeling tired.
- C11 Towing an offroad trailer or boat is accomplished with ease. The drivetrain combination is excellent with 4th gear being a direct drive and very handy for mountain passes. 5th gear is an overdrive and is not recommended for speeds below 80 km/h. 120 km/h is achieved at approximately 2400 RPM, partly due to the larger diameter tyres.
- C12 The big load box is great when catering for the needs of one man and 4 women (Yup, I'm hopelessly outnumbered ...). 3+ weeks in Botswana was handled really well, I only had to leave the hairdryer at home ...
- C13 I have now had wheel studs that broke off on 3 occasions. Due to the design and fixing mechanism through the brake disc it is actually a bolt and not a plain stud. The first bolt that broke I ascribed to an overzealous fitter at a tyre fitment centre, although the owner did inform me that he thought it was rather strange that it broke as they are used to dealing with SUV and 4x4 vehicles and have not often come across such a failure. The second bolt and nut was found missing at Grunau on the way to Botswana. After the trip I replaced all 12 front bolts for fear of further damage and potential disaster. A month later another one broke off and 2 more stretched beyond repair at another tyre fitment centre when the wheels were rotated and balanced. According to initial results my torque wrench (which I supplied to the fitment centre on the last occasion) seems to have been out of specification and overtightened the nuts. I had the torque wrench calibrated and sure enough there was a discrepancy of 20 Nm at 100Nm. So at 120Nm the Toyota bolts stretched beyond their

plastic limit. Questions do arise why the bolts seem so sensitive to stretching! Will watch this one carefully! Interestingly I found out that the Toyota Tazz and the Hilux share the same bolts (Tazz has 4, Hilux has 6).

- C14 Average fuel consumption is still steadily improving with a 20 000-km average of 12,77 l/100 km or 7,83 km/l. This is more than acceptable considering that 50% of travelling was on gravel and offroad terrain whilst heavily laden (read 2x RTT's, 150 litres of diesel, 80 litres of water etc etc). It is however nowhere near the Car fuel index of 10,6 l/100km or 9,43 km/l. Due to the larger tyres the speedo overreads by only 2 %, therefore my consumption figures are conservative and more accurate than those of the standard vehicle. Reworking my actual consumption back to the original error margin, it still only returns 12,16 l/100km or 8,22 km/l. My conclusion is therefore that the higher ground clearance, canopy, bigger, wider and more aggressive treadpattern tyres and the extra weight of all accessories account for the difference.

D Summary of modifications and gadgets:

The intention is that this vehicle will hopefully last a good number of years and trips, therefore the decision was taken to opt for good reputation, well manufactured commercial components to kit out the Hilux. (As opposed to the previous vehicles kitting out practice of "lap & plak" and adding homemade components as and when needed). This Toyota (my first nogal - yeah, yeah, got the change of religion speech from the Cape Landrover Club ...) was to be our pride and joy and the springboard for photography. Therefore we did not want worries about kit leaving us in the lurch in the middle of nowhere. This influenced the following changes:

- D1 Tyres changed from 255/70/15 to 31x10.5x15 BFGoodrich A/T's.
- D2 Steel valves fitted to alloy rims. Great for tubeless tyres and poor terrain such as mud.
- D3 Front suspension changed to OME light duty coils and shocks.
- D4 Rear suspension changed to OME medium duty leaf springs and shocks. The leaf springs were upgraded to heavy duty after the first trip.
- D5 Rainbow heavy duty polyurethane coating in loadbox. Great for cleaning liquid spills.
- D6 House of Henry cotton seatcovers fitted. Magic when you have 3 kids - Wash and wear!
- D7 Strengthened Beekman Legend super canopy with vent fitted.
- D8 Frontrunner 70 liter 2nd diesel fuel tank installed. (Gravity feed to main tank)
- D9 LA Sport protective skid plate fitted as sump and ancillary component protection.
- D10 TJM nudge bar fitted and KC Daylighter 6" stainless steel spotlights fitted. The nudge bar works well for fastening a seedscreen.
- D11 National Luna 2nd Battery management system fitted.
- D12 80 A/h Haze Gelcel battery fitted under bonnet, with two sets of leads to loadbox. One set of 16mm² cable for the 3rd battery (102 A/h Deltec high cycle) and one set of 8mm² for the fridge. The battery is a perfect fit with no movement required of any standard Toyota components / wiring.
- D13 Brad Harrison plug points : 1 under bonnet next to 2nd battery, 1 in loadbox for fridge, 1 in rear bumper for external use. This is in addition to the Toyota cigarette and 12V plug points in the cabin. One large BH plug fitted in loadbox to connect 3rd battery.
- D14 Burnco rear bumper / towbar combination with removable drawbar fitted.
- D15 Hannibal roof racks fitted onto cabin roof and canopy roof. Rear rack has slot for aluminium table.
- D16 Hannibal (1.4m) and old Karoo (1.2m) rooftop tents fitted to roof racks.
- D17 Hannibal canvass awning (legless) fitted to left hand side (passenger side) of roof racks. Front mounting is on the front of the bakkie roof rack while the rear mounting is on the rear of the canopy roof rack. The fold out design accommodates enough movement to handle the loadbox / cab flex. The critical issue here is to ensure that the mounting points are spaced correctly so as to not stretch the awning or crunch the roof racks.

- D18 29 Mhz radio fitted with an external speaker in the centre console. (The radio fits very nicely out of sight - contact me for details) The antenna is fitted permanently to top right hand rear side of cabin (between the 2 rooftop tents).
- D19 1300mm long by 1100mm wide retractable loadbox platform slide by JTF Manufacturing with a 500kg payload. There is an internal (underslung) space where an aluminium table slides in. The slide is able to handle a point load of 100kg.
- D20 80 liter stainless steel watertank fitted behind cabin (first 200mm of loadbox, hence the platform is only 1300mm) with a heavy duty clear pipe fitted with a ball valve used as a tap to regulate the water flow. Tank has a fuel filler cap, which is not 100% waterproof, but does allow for breathing when using the tap. The tank did crack on the first heavy offroad trip and the design is being changed to accommodate what seems to be major loadbox flex. The tank is now being fitted on rubber mountings.
- D21 Platform contains an Engel 65 liter stainless steel fridge and storage drawer unit. Behind the fridge and drawer unit there is space for 3 ammo boxes or alternatively a 3m canvas dome tent and some loose stuff.
- D22 Split level platform fitted at loadbox -canopy meeting height (aluminium angle frame fitted with carpeted 10mm plywood). This covers 75% of the load area (100 % minus cut out for fridge) and provides for packing space above the retractable platform on the loadbox floor area. Fantastic for easy access to bottom stored equipment without having to unpack everything on top. Heavy stuff on the bottom, clothes, chairs and light stuff on top.
- D23 Both the lower retractable platform and the upper fixed frame contain interlocking aluminium extrusions riveted to the sides. Ratchet straps that contain the same profile in reverse slide into these extrusions to form a really nice mechanism for strapping loose stuff down. A huge plus if you venture on terrible/no road terrain.
- D24 2 aluminium saddle boxes fastened on top of wheelarches. The 3rd one fitted to the left rear of the loadbox next to the fridge is large enough to handle the braaigrill, toilet seat, kiddies fold-up chair and braai tools. The 2 wheelarch saddle boxes contain recovery gear, toolbox, spare oil and fuel filters, tyre repair kit including tubes and then has space for a bag of potatoes etc.
- D25 Engel temperature gauge fitted to centre console to indicate in cabin temperature and freezer temperature. Nice to know that the beers remain cold ... oh and the meat! By the way, the Engel can take 1,5 sheep, 15 kg of sausage plus some bits (sliced meats, bacon, butter etc) and a couple of tins of beer/cooldrink.
- D26 The drawer system is my gift to SWAMBO. The front has 4 drawers – 1 large drawer to house a number 4 flatbottom pot that is high enough to handle bottles of oil, sauces, braaisalt etc standing upright. Drawer above the large one is a flat one designed to accommodate all cutlery and kitchen utensils, small salt & pepper pots and herb bottles etc. The 2 right hand drawers are similar in size and are able to accommodate tins of food, cooldrink & beer, packets of soups, breakfast bars etc etc. The real benefit of the system are the 2 drawers fitted on the side behind the front facing ones. They are only accessible when the load platform is extended and are therefore perfect for hiding things that should ideally remain out of sight! For example, each one takes a case of beer tins ...
- E.** Future modifications still being contemplated:
- E1 ARB front bumper (currently the only one available that is certified as airbag compliant).
- E2 Winch
- E3 HF and/or VHF radio units or combo
- E4 Flexible solar panels
- E5 Tyre pressure monitor
- E6 Rock Sliders
- E7 Spare Wheel Carrier (the holes are already in the bumper)
- E8 1st Spare wheel (underslung below 2nd tank) lock.



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And there you have it!

So far so good. Does not have the same personality and sound that the V8 has, but I sleep peacefully at night, not having to worry about things mechanical. An absolute overloading joy for a family of 5. Any queries, you are welcome to ask.

Cheers

Herbie Hellström (Herbie.Hellstrom [at] eskom.co.za)

MASAZANE EXPEDITIONS

MASAZANE BREAKAWAYS – UP TO 8 DAYS:

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

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

CAMP AFRICA HUTS AND CAMPSITE (LIMPOPO, RSA)

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

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

JOIN US FOR A ONCE IN A LIFETIME DREAM EXPEDITION:

CAPE TO LONDON EXPEDITION (AFRICA) – 4½ months – May to mid-Sep 2007

UNFORTUNATELY NO CHILDREN UNDER 15 WILL BE ALLOWED ON THIS EXPEDITION

The Cape to London Expedition officially starts at Cape Agulhas (RSA) - the southernmost point of Africa. The expedition will be divided into two legs – firstly Cape to Cairo and then secondly Cairo to London – so that you can choose whether you want to go as far as London... The general route is as follows: RSA, Mozambique, Tanzania, Kenya, Ethiopia, Sudan, Egypt, Libya, Tunisia, Algeria, Morocco, Spain and London. Enjoy the thrill of experiencing Africa in your own vehicle!! Watch thousands of flamingos; seek out the only true wolf on the African Continent – the Simien Wolf; the historical Lalibela rock churches; experience the harshness of the Sahara Desert and still live to tell the tale; experience the history buzz of Egypt and Tunisia; experience the warm colours of Morocco; and much, much more... Complete self-sufficiency is the rule for this entire expedition due to the lack of ablution facilities, water and fuel. **Please note that this expedition will be an expedition where participation in duties (e.g. cooking) will be required!!!**

MASAZANE EXPEDITIONS PREFERS FAMILY ORIENTATED EXPEDITIONS. HOWEVER VERY “ROUGH” CONDITIONS FOR EXTENDED PERIODS MAKES SOME OF THE EXPEDITIONS DIFFICULT EVEN FOR ADULTS AND WE THEREFORE ARE FORCED TO EXCLUDE CHILDREN UNDER 15 YEARS OF AGE.

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

Dave (GP 0838) and Jacqui (GP 0773) van Graan
MASAZANE EXPEDITIONS
CAMP AFRICA
CK 1996 / 015766 / 23
PO Box 3357, Makhado, 0920, REPUBLIC OF SOUTH AFRICA (RSA)
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+27 - (0)15 - 516 4819 Facsimile number

April 2006

From the Tracks – Reader Feedback

NEWSLETTER FEEDBACK

Dear Alan

Read your newsletter on the internet. Wow. What a comprehensive pack,
Kind regards
Aslam Salie

Goodday to you Alan. Just received the new format newsletter. All I can say is congrats for a job superbly well done. The professional standard improves with each consecutive issue. Happy 4x4-ing during 2007.

*Kind regards
Cecil Tivers*

Thanks for a great newsletter once more. We have just survived the hurricane that hit Inhasorro last week. If any one wants more detail , feel free to contact me.
Chris Mathews - Nissan.

Dear Alan,

I am an avid reader of your monthly newsletter even though I live up in Nairobi. I was wondering if you could include the attached in your next newsletter. It's an annual 4x4 event that occurs in Nairobi for charity fundraising and I am part of the 'car 25' team.

*Craig von Hagen
Food and Agriculture Organisation of the UN - Kenya*

Thank you Alan. Really enjoy the info you share with us.

Regards
Dawie Annandale



APRIL 2007

READERS EXPERIENCES SHARED

ZIMBABWE 4x4 CLUB's ECO CHALLENGE REPORT

Held at Carolina Wilderness over the weekend of February 23 / 24 / 25. Considering the looming cyclone over Mozambique and promises of foul weather we have to give Roderick Chamber and Ian Carruthers top marks for a fun filled and entertaining weekend.

We camped a few Ks away from the planned site but our hosts made sure we had toilets and showers and they fed us on Friday evening and Sunday lunch. A large bonfire was kept going in the rocky arena called Moon Rock so several events were staged there. Fun was also had on a grassy field where the poles had to have plastic cups placed on top by the co-driver and then collected by the driver. Speeches – each team had to give a 3 minute speech on the ecology; a quiz set up by Richard Macdonald; a guided bush walk by Doug Macdonald (Richard's son); Bruce Carruthers (Ian's brother) did a very informative slide show and talk Saturday evening on his interesting hobby of conservation and animal relocation; a test of how a vehicle recovery should be made; lessons in GPS use by Graham Carter with a walking test; a test to boil some water with the minimum of equipment, which was never done but the Kirks got theirs to 36.5 C.

Sunday morning had entertainment at the river. Here, in full view of everyone, duplex teams, four people, had to float a car across the river and back in less than 10 minutes. They were given all they needed and allowed a couple of minutes to discuss tactics then the stopwatch started. A couple of planks and plastic bottles as floats were all that you needed to float a kiddies plastic push car but the times some teams needed varied from 5 minutes to 10 minutes and several teams elected to swim-push the raft across and back instead of pulling it both ways by rope.

Our sincere thanks to Mark Ralphs of Trentyre for their support and sponsorship, to Gerhard van der Westhuizen from Goodyear South Africa who came up to see how our Mini Eco Challenge compared to the South African Semis, this was much appreciated.

Sponsorship of various books maps, caps and other items from Alan Goodway of the 4x4 Offroad Adventure Club South Africa. Thanks Alan, this is also much appreciated.

Well done to everyone who entered into the spirit of the event. And to Mass and Lisbet Kirk who were the overall winners.

Feedback from Association of All Wheel Drive Clubs

Unfortunately, NONE this month. However, make sure you attend the next Outdoor Enthusiats meeting, where representatives will give feedback on the AAWDC, the NOW initiative and the BIG ISSUE around Driver Training Standards.

A new 2007 Committee has also been chosen, and they and the respective member clubs will be attending strategic planning session for the 2007 year will be held in April 2007.

Watch this space for more details. Refer to www.aawdc.org.za and or www.now.org.za for more information.



APRIL 2007

AFRICA BUSHCRAFT AND SURVIVAL ADVENTURES

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

LOCAL TOURS:

ROOF OF AFRICA (LESOTHO)

DURATION—3½ DAYS

SELF DRIVE—4 X 4

ACCOMMODATION—LODGES

DATE: 26TH APRIL-29TH APRIL 2007 & 3-6 MAY 2007

COST: R2,500.00 PER PERSON

CROSS BORDER TOURS:

ANGOLA—CUNENE TO CONGO RIVER—ADVENTURE – JOINT VENTURE WITH GETAWAY MAGAZINE

DURATION—22 DAYS IN ANGOLA

SELF DRIVE—4 X 4

CAMPING AND LODGES

DATES:

10TH JULY-31ST JULY 2007

25TH AUGUST-13TH SEPTEMBER 2007

INTRODUCTION IN JANUARY 2007 ISSUE OF GETAWAY

TOUR ITINERARY IN MARCH 2007 ISSUE

COST: R8,500.00 PER VEHICLE

BOTSWANA GOLD/VICTORIA FALLS

DURATION—10 DAYS

SELF DRIVE

CAMPING

DATE: 26TH MAY-4TH JUNE 2007

COST: R3,900.00 PER PERSON

BUSHCRAFT TRAINING:

4 X 4 SURVIVAL COURSE FOR FAMILY—GAME FARM MAGALIESBURG

DATE: 20TH – 22ND APRIL 2007

CAMPING AND SELF CATERING

COSTING AND DETAILS AVAILABLE ON WEBSITE: www.africa-bushcraft.co.za

BUSHCRAFT TEAMBUILD—4 X 4 ADVENTURE

SURVIVAL TRAINING—PRACTICAL SURVIVAL ADVENTURE

CROSS BORDER IN BIG 5 TERRITORY—100,000 HECTARE—BOTSWANA

DURATION—10 DAYS

MORE DETAILS AVAILABLE ON WEBSITE: www.africa-bushcraft.co.za

WE ARE FLEXIBLE AND CAN DESIGN THE TOUR OF YOUR CHOICE—TRY US. OUR CONTACT DETAILS:

KOOS MOORCROFT

DEAT REGISTRATION NO: GP2424

CATEGORY: ADVENTURE GUIDE

PROVINCE-S: NATIONAL
SPECIALITIES: PROFESSIONAL 4 X 4 TRAILS AND OVERLAND TOURS
CELL: 0825792796
ISOBELLE MOORCROFT
CELL: 0825612613
TEL/FAX: 012-6536725
E MAIL: kmoor@telkomsa.net
WEBSITE: www.africa-bushcraft.co.za

January 2007

Fresh from the Bush – New Products

NEW FRIDGE FROM LA SPORT - LAS PRO COOL

LA Sport 4WD Megastores is the leader in the South African 4x4 industry. Since its conception in 1990, the company has evolved into a group of professional one-stop 4WD centres where the 4x4 owner's every need is catered for. In their continuing quest to bring Serious 4WD Equipment to 4x4 enthusiasts all across Southern Africa, they have joined forces with two other notable market leaders to bring you the LAS Pro Cool, a product of unrivalled value sure to change the way you look at Off-Road Refrigeration.

Palfridge Limited is the leading refrigeration manufacturer in Southern Africa in design, quality and new innovations. Since starting operations in 2001 it has been their aim to provide a high quality, full featured, reliable and value for money product.

Danfoss Compressors GmbH is a global leader in the field of refrigeration and air conditioning technology. Their products are designed to satisfy needs with in the areas of energy savings, food preservation, the environment, improved comfort and productivity.

BD compressor with a.c. and d.c. supply

Danfoss is pleased to introduce a new optional electronic unit for the BD35F and BD50F compressors. The unit has a built in a.c./d.c. converter. The a.c. voltage range is from 85 V a.c. up to 265 V a.c., 50/60 Hz. The d.c. voltage range is from 9.6 to 31.5 V d.c. The unit is therefore a true global voltage supply version. Automatic detection of supply voltage which means no additional relay is required to shift between a.c. or d.c.

Connect anywhere in Africa

The new electronic unit offers a lot of features such as:

- Reduction of costs – no additional hardware is required
- Reduced space in machine compartment
- Reduced total installation cost
- High efficiency rate, >90%
- 100 W power output
- Wide voltage range
- Additional 12 V d.c., 5 W lamp output
- Automatic voltage detection – no extra relay required for switching between a.c. and d.c.
- Remote mounting of electronic unit separately for compressor possible
- Spade connectors



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The extended BD series combines the lessons Danfoss has learned "on the road" with more than 25 years of experience in mobile refrigeration, resulting in

- Efficient and reliable operation under extreme conditions
- Lasting performance thanks to minimum energy consumption
- Low weight makes the unit portable beyond traditional limits
- Silent operation, barely perceptible even to sensitive ears
- Ideal for solar energy supply thanks to an extensive voltage rate
- Compact design with integrated electronic control that fits in virtually anywhere
- Energy optimization function built in

Any compressor is, however, only as efficient as its casing. The measurement of efficiency is the amount of cooling versus the amount of energy that it consumes. Cooling is effected by removal of heat from inside the cabinet, thereby cooling the contents within. The heat is then rejected outside. Here insulation plays a very important role, as it should counter most of the heat trying to pass into the cabinet from the outside. The amount of heat that passes through is governed by the cell structure, the blowing agent, the overall wall thickness and the density of the insulation used.

The foam used in the LAS Pro Cool is a 2 part liquid viz Polyol & Isocyanate and when thoroughly mixed reacts to form a rigid block. Thanks to specialized mixing procedures, the final product is homologous and thereby creates a thin walled closed cell insulation layer – a very important point, seeing as inefficiency in the insulation is the single largest contributor to high energy consumption.

So, what the LAS Pro Cool basically offers is:

- The lightest weighing stainless steel out-door fridge available on the market.
- The best insulation technology to ensure that whatever you put inside will turn cold, and stay that way.
- A compressor that is fully serviceable at any Danfoss agent across the African continent.
- A classic square-boxed stainless steel fridge that will fit perfectly on any Off-Road vehicle.
- The most technologically advanced rugged outdoor fridge/freezer available anywhere in Africa today.

For more information on this amazing product,, please visit our website at www.lasport.co.za or contact your nearest branch.

EXPLORE AFRICA ADVENTURES

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

The itinerary will take you to:

- Moremi Game Reserve – *The Jewel of Africa* - in the heart of the Okavango Delta. Moremi is a prime wildlife area where elephant, hippo, lion, buffalo, giraffe and most other game can be seen in abundance.
- The Savuti area is one of the most photographed areas in the whole of Africa and most of the Africa Wildlife Videos (Derek and Beverly Joubert's "Eternal Enemies" and others where filmed here.

- The Chobe is proud and very famous for its abundance of elephants – the highest concentration to be found anywhere in Africa. Chobe is also famous for its rich bird life and, not least for its boat cruises and exquisite sunsets – an Africa experience not to be missed.
- The Victoria Falls - approximately 1690m wide and very in height from 62m (Devil's Cataract) to 109m (Eastern Cataract). In comparison the Niagra Falls are 968m wide and 54m high. Various activities e.g. Bungi jumping, White River Rafting, Jet boating, Flight of the Angels etc. are available at the Falls.

For more information visit our award-winning website: www.explore-africa.co.za

SAFARI PROGRAM FOR 2007

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

22-30 September 2007.

Liuwa Plains Wildebeest Migration-Western Zambia.

4-17 November 2007.

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

21 October 2007-4 November 2007.

Luanga Valley (Zambia), Malawi and Mozambique.

29 September 2007-14 October 2007.

Central Kalahari Safari.

2 -10 June 2007.

Tanzania: Serengeti, Ngorongoro Crater and Zanzibar Island.

18 August 2007- 20 September 2007.

Gorillas in Uganda

Dates on request.

www.explore-africa.co.za

e-mail: info@explore-africa.co.za

Tel/Fax: 012-6635319

Cell: 082 805 6765 (Office)

(January 2007)

Training Courses for 2007

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

2007 COURSES - EXCITING NEWS!!!!

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

PLEASE TURN THE PAGE FOR AVAILABLE TRAINING COURSES NOW ON OFFER



APRIL 2007

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

4x4 Offroad Survival (April 07)
GPS Training (May 07)
GPS Software Training (April 07) – full (Club member trial)
Bush Medicine (May 07)
Fire Fighting for the outdoor enthusiast (June 07)

Still coming:

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

These courses will be repeated in the year, potentially if possible, across two 6 month cycles, but there are 4 definite GPS courses. Subject matter experts will present the training. Watch the newsletter and direct mail shots for further details and the program once it has been released. However, here is the first one!!!! Tell your friends.

WHAT OUR STUDENTS SAY

FIRST AID – LEVEL 1 COURSE (MARCH 2007)

First of all, thanks for organising yet another world class course ! Ricci was a treat, he knew what he was talking about, he knew how to get it across to the students, he was entertaining, and not once did I loose concentration – and this really shows the standard of his presentation.

Johann Ungerer

Hi Alan,

Just wanted to say thanks very much for your efforts in securing a great facilitator for the First Aid Course. The doctor was able to turn a potentially boring course into a fun-filled experience worth having and I'd like to encourage ALL club members to attend the course. First aid tends to be something you only do once you have been through an unfortunate event where you could have helped to save someone's life if only you had known what to do.

I caught myself thinking (and actually remembering) about the 4-H's and ABC DEFG 's whilst driving to work early this morning!

I think the doc is also going to be a great asset to our club and perhaps he could address the club members at one of our interest meetings??

Kind regards
Elmarie Swanepoel



APRIL 2007

Alan,

Thanks for organising this Course. Both Trish and I really enjoyed it and obviously took in a great deal from the course content. It was also great to meet new faces and characters.

Regards

Kevin Smith

Dr Ricky is a wealth of information and the experiences and practical participation he shared with us was extremely good, which to me, far out weighs just being a text book first aider, which I am sure is what many out there are. Thanks again and convey my thanks to the "Good Samaritan" doctor.

Jonathan Greengrass

4x4 OVERLAND & TRAIL GUIDE COURSE

This is a reminder for the only planned courses in 2007... Please book with Jacqui as soon as possible... Please take note that these dates may differ from the newsletter we sent out previously - we had to make changes due to sporting events, etc.

Masazane Expeditions will present the 4x4 Trails and Overland Tourist Guide Course as follows:

NORTHERN RSA REGIONS	:	12 TO 16 APRIL 2007
NORTHERN RSA REGIONS	:	08 TO 12 NOVEMBER 2007
SOUTHERN RSA REGIONS	:	22 TO 26 NOVEMBER 2007

Please remember that one of the prerequisites to registration with the Department of Environmental Affairs and Tourism (DEAT) is a valid First Aid Certificate.

Contact details:

info@masazane.co.za / +27 - 15 516 5717 Telephone

River Hill Lodge – Komatipoort

We are situated 500m off the N4 Toll Road on the Komati River just 2.5kms from the Lebombo order Post with Mozambique and ideally placed for overnight accommodation on your way to or from Mozambique.

Accommodation consists of:

5 private air-conditioned chalets.

2 three bedroom air-conditioned self-catering chalets

Breakfast and dinner are offered in the open dining room or Lapa. Swimming pool and Bar overlook Komati River, Kambaku Golf Course and Kruger Park

Other offerings in the immediate area are: Crocodile Bridge Gate to the Kruger Park (12kms), Golf (2 minutes), Tiger fishing, bird-watching horse riding, Swaziland 65kms and Maputo 100kms.

For more detail please visit our web site on www.wheretostay.co.za/riverhilllodge or contact Michele or Richard at the Lodge directly on telephone no.: (013) 793-7855 or Cell: 083-272-2224.

Email: riverhill.lodge@worldonline.co.za

April 2006



APRIL 2007

The Dusty Way – Club Trips, Reports & Feedbacks

IN THE GORGE 4x4 TRAIL – GAUTENG

Gauteng and surrounding areas do not have an abundance of venues for Clubs of our calibre to visit. Efforts to secure a trip to Gerotek failed due to their lethargic response and in an attempt to provide an outing as per calendar we reserved an outing with 'In the Gorge Adventures'.

This venue had not been visited previously and upon enquiry, we were informed telephonically that a 4 x 4 trail was available, which was also verified on their website.

Sunday 11 March 2007 saw 10 vehicles depart to the Hekpoort – Magalies area. Arriving after an hours drive we encountered a venue with quad bikes, a busy pub and indications of a good party the previous evening. Needless to say, the coffee for our group was not available as arranged. Upon meeting with Walter Coulson we completed indemnity forms after which he briefed us that the marked 4 x 4 trail consisted of \pm 65 obstacles varying from 2 – 5 in grading with some even in excess of 5 with escape routes for the more technical sections.

We proceeded to the indicated area that turned out to be inadequately marked and an expansive playground frequented by quad bikers as could be observed by the tracks. With some reconnoitring we were able to drive several of the obstacles. Some of the obstacles required careful negotiation and even some assistance for the smaller 4 x 4's.

As time ran out we proceeded to lunch at about noon and saw the last of the group depart the venue at 14:00. Was it not for a band that was playing and the noise from the bikers the venue could allow one to appreciate the birdcalls and the growling of a male ostrich during its mating dance.

Marking of the route could allow for a more extended visit. We went, we saw, we conquered and it's been done.

Thanks to all that made the trip enjoyable and their understanding of the situation.
Frans Glanvill

Alan

Yet again thank you for arranging an excellent day trip on Sunday, 11 March. We really enjoyed it. My kids were initially scared because you were not there, but soon found out that Frans is an excellent guide, please send our families thanks to him for his guidance on the day.

The trail was not to bad... and like you said on a previous occasion... been there, done that... we explored and overcame the "obstacle" course... at least we had a nice braai afterwards with friends with the same interest, that in itself make such a day worth it.

*Regards and thanks to all involved with the arrangements.
Riaan Botha*

On the gorge day, I agree with the others. We enjoyed the day with fellow members some new but the music and quads was something else. I do prefer a trail rather where one can see a bit of nature; this was more an obstacle coarse with no space for cars between the obstacles. I also will have to lift the Fortuner after this trip as my runner boards look like wings.

Johan Marx



APRIL 2007

LEVEL 1 FIRST AID COURSE (10-11 March 2007)

There we were, 16 members of the 4x4 Adventure Club attending the Level 1 First Aid Course at Echo 4x4 Centre in Pretoria. The majority of members were there because they were in process of either acquiring or renewing their guide ticket. Others attended so that they had the knowledge of what to do in an emergency situation anywhere, be it at home, in a restaurant, at an accident scene or in the far-off wilds of Africa.

It was expected that the two day course would be fairly intense and packed with much information to absorb and practical exercises to do. Dr Ricky Montalbano of Ambusave, the course lecturer, brought a degree of humour into what is a serious subject and, together with anecdotes of his experience in the field, he made the different aspects much easier to grasp and remember. Scary thought is that one has to forget almost everything that you have previously been taught about first aid (especially the old wives' tales) and start again. Modern thinking and technology are always developing new methods of dealing with emergencies. This type of course must be interactive and once the club members had relaxed and become involved the comments began to fly. Especially when the section regarding seizures came around but we won't go down that route so that people are not offended. Suffice it to say that these chirps involved laundry and ratchet straps – use your imagination!

The conclusion involved a written test followed by individual practical demonstrations in order to show that each attendee was competent in what he or she had learned. Probably everyone present has the 4Hs, ABCD, AVPU and SAMPLE etched into their subconscious for ever.

Hopefully nobody will need to put what they have learned into practice. It is comforting to know, however, that should one be confronted with a situation, it can be dealt with in a professional and efficient manner utilising what was learned on the course. All the attending club members, without exception, agreed that this course is a must do for everyone, especially if you are heading into remote areas.

ADOPTION OF HALO – THE LION CUB AT LORY PARK ZOO

The club decided to make some money available for the adoption of Halo, a baby lion cub, at the Lory Park Zoo, as part of its annual contribution to needy causes (people or animals). This was organised for the 21st of March, a public holiday, at 10am in the morning.

Once the Zoo opened, the families and especially the club kids, stormed in to see what was on offer. The Zoo primarily looks after abandoned / injured animals, which are not able to be re-introduced into the wild. There is an array of owls, birds of prey, monekyes, some large cats and plenty of parrots to see.

Every sent spent here is from donations and exercises such as the adoption of animals. These people really have a passion for their 'zoo', and can do with all the assistance they can get. At about 12am, the curator brought halo across for us to meet her, and then presented us wqith the plaque which will be placed on the cage of Halo, as well as a certificate for our club. After that a light brunch was had by all members which was included in the day, before families spent time viewing what was on display and leaving at their own time.

It is the owner of the club's wish that parents will take their kids regularly to visit Halo and see how she progresses in health and stature.

You are all encouraged to visit Halo and friends. View the website at www.loryparkzoo.co.za
Thanks to all the families (in excess of 50 people attended the day



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Dear Alan

Both my wife and I were touched at the significant symbolic gesture which was made by the club today. By becoming one of Halo's sponsors we have shown our credo towards wildlife and nature in general. Well done guys!

Mike and Anna Peila

ROUND 1 & 2 – BRIDGESTONE INTERCLUB CHALLENGE

Round 1

Sunday 18 March 2007, saw the official launch of the Bridgestone Fundi Challenge, an inter-club event being hosted by Bridgestone SA. The Africa Outdoor Group's (AOG) De Rust venue was the initial launch pad of the competition, with the participants and their vehicles being scrutinized for standardization and completeness of safety and other equipment. The Challenge calls for standard vehicles with a minimum of after market changes allowed.

With the likes of the 4x4 Offroad Adventure Club, Gelandenwagen Club, Nissan Club, McCarthy's Club and a few privateers making up the numbers, the heat was definitely on at the start. To launch the event, which will focus on driver and navigator skills, Bridgestone and AOG presented the teams with two time trials.

The first was a gravel Skid Pan event, which looked easy in the demonstration, but hitting the pan with a heavy foot was disastrous for many. Once in the vehicle and pushing the revs, those orange cones are closer than sweat beads on your forehead! And sweat they did. All participants were thrilled with their quick times, until one of the ladies did her thing!

After a brief lunch, the competitors headed back down to the Drift Track, where the brief was to take a very old lady, in the form of a rally car, around the track, which included curves, bends and a figure 8, once again against a stop watch. The first two members of the 4x4 Offroad Adventure Club got to live their dreams where after, unfortunately, a mechanism in the clutch packed up and the event was cancelled.

With the adrenalin now dying fast, there was nothing better than a cold one from the AOG bar and restaurant, which has stunning facilities, to wash down the dust from two very exciting events. Points are now tallied and carried through from event to event, until the finals later this year.

The competition covers 10 events, and include trails and venues across places such as De Rust, Lichtenburg, Swaziland (Swazi Reg Raid) and other places selected by the clubs who have all to host an event. Great prizes are available, with a Conqueror Trailer and tent combination up as first prize. Although a club event, individual winners are recognized at the end. Be sure to watch the press and web for more details.

Round 2

This round took place in Lichtenburg, and extremely professionally presented by the Lichtenburg 4x4 club. Well done to all the families involved. We arrived for registration in the rain, were then served a breakfast and after an initial briefing and prize giving for the first event, we tackled the obstacle course.

The focus was on inclines and declines in a rock quarry environment. The members really enjoyed it and at the end of the day, lots of conversation was held around the fire. Braai packs were issued, and a great lunch was held by all competitors.



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Our group decided to stay over at the local Lichtenburg Caravan and Holiday Resort (R125 for a 2 bed chalet, with TV, kitchen etc. – superb, clean and stunning!). A great evening was had by all around the campfire and we departed for home the following morning.

The team has increased its positioning through excellent driving on this day, and we even see peet Koekemoer in the top 5 at the moment. This is great, however, we are participating for the fun, and will ensure that we have this all the way! Our next event is the GPS Challenge in April.

CAPE TOWN MEMBERS COMMENTS ON WHY THEY JOINED OTHE CLUB

Look what some of our club members in Cape Town have to say about 'clubbing' and our unique national club in particular:

From Clive and Linda Lucas

Early in 2006 my wife Linda and I decide to venture into something a little different to keep life interesting and the adrenalin running. A couple of ideas were debated and finally the agreement was to get out and view more of our special countryside, meet the people and photograph the experiences. The first challenge was finding a suitable vehicle to support our current lifestyle and meet the demands of the countryside. After much debate and going in well over our budget we decide upon the then relatively locally unknown VW Touareg. An off-road driving course for Linda and we were set to meet the African challenges. The only thing remaining now was where to go and only having one friend with a 4x4 he suggested joining the 4x4 club.

From our application to today we have treasured everything about the 4x4 Offroad Adventure Club. Our first trip out was to Babylonstorin near Malmesbury with Russell de Wet and what an experience that was for all of us. With an unknown vehicle on his trip cautious Russell was nervous. We proved to him in the first hill climb we could stick with the best and had our colours by the end of the day. From there on we have never looked back going on as many trips as we can follow especially Russell, into uncharted territory and finding the most amazing places.

The other thing that has always impressed us is the same caliber of people we meet and socialize with on all the outings. What was important to us was too meet like minded folk who have the same respect for the outdoors and others that we have.

The only negative comment I can make is that we have far too little time too play. Why cant the week ends not be longer and the weeks shorter?

Marilyn & I (Joe) relocated back to Cape Town ± 10 years ago after a wonderful 7 years in PE, where we had a very active informal 4x4 club. (Been driving actively since I was 12, now 39.)

ON arriving back in CT, we needed to quickly find a similar group of active 4x4 members. While going through a *GETAWAY*, I saw a small article/advert by a 'Greg van der Reis'. Well my friend, as they say, the rest is history....

The clubs' informal philosophy has always remained the same, simply and basically put, ... normal people, regard for the environment, *having fun*, education, helping, training, *having fun*, learning, exploring, family orientated and again *having fun*.

Having been one of the first members, it has been wonderful to think back to how many people we have met, through the club, over the last 9/10 years. Some of them remain personal friends today, some have moved on & some remain as casual friends (always time for a quick 'hello',



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chat, lot's of laughs & cheers, see you in a year again). No hang-ups, no nonsense, just genuinely happy to see you again.

Due to the wonderful fact of nature of 'like-attracts-like', the type of people in the club has remained the same. Normal and *lekker, gewone mense*. Most of the folks are professional business people, entrepreneurs, business owners, or just good folks with good basic principles.

Over the last 10 years, Marilyn & I have had many personal & business challenges, the biggest was definitely becoming parents & raising 2 very active little "Joe's". (Brad & Bosvark, oop's sorry, ... Connor) Due to these challenges, we might not be as active as in the past (leading trails virtually every weekend), but we have elected to remain members. Why, I don't know. Maybe because we believe in what the club has to offer & because of the fantastic people that make up the club. You the members, are the club, not one individual. What you put in, you will get out many times over. Be the leader, stand up & be counted. Make a difference.

To the next 10 years, I pledge my support & friendship to you all.

Regards,

Joe, Marilyn, Bradley & Connor du Buy
44444-WP (Papa Joe)

"I can't wait for the weekend !"

I started "offroading" in about 1996 when I got a Nissan 2400 Hardbody 4x2 double-cab bakkie. Prior to this I has explored the dirt roads of the Western Cape in my Volksie Golf which had taken quite a beating from the corrugations, potholes and yumps and I felt really bad about this beating. The Nissan was built to handle the rough.

Late September 1998 my wife, Shirley and I, loaded up the Nissan and on our todd headed north up the coast. No experience at all but had read a lot of the 4x4 books on how to tackle the bundu - a real "Camel Adventure Man" in the making with some the gems of advice of Andrew St Pierre White tucked in the recesses of my mind and the recall button stashed well away. First night was spent at the near ruins of the Honderklipbaai camp site with a fierce SE'ly wind howling, so pitching a tent wasn't considered, and we slept in the bak of the bakkie. Had to park with the bull bar touching the wooden fence because I feared the wind would blow it over. So blooming cold we hit the sack within 20 minutes of the sun setting. Next day headed passed Koingnaas and up the scenic Messelpadpas to wards Springbok. Visited the ruins of the old prison on the pass. Reckon the river bed below the prison would make a nice bush campsite if the wind is making life unpleasant on the coast. Spent the second night at the guestfarm "Brandkaros" on the banks of the Orange River about 20 kms upstream from Alexander bay. Very lekker spot - green lawned campsite, cool swimming pool and reasonably priced. Then headed up to the Richtersveld/Sendlingsdrift after visiting the "Wondergat" on the left about 12 kms before Khubus. Entering the Richtersveld park we visited Potjespram (which I didn't like due to the mining activity and terraces across the river) and headed for De Hoop through the fine clay dust patches and down the Kook River. On arrival at De Hoop I parked at the ruins of the old farm house (only the chimney left - the rest of the house was made of river reeds!) and sussed out the area. Eyed a very nice spot to pitch camp about 100 metres upriver. Drove to the spot and turned round to reverse down the slight incline to my plek. I had walked the sand and it was firm underfoot so I wasn't concerned. Some 3m from the intended parking spot, yep you've guessed correctly, the wheels sank through the top layer and wham stuck - very stuck in soft stuff! Being the amateur I was, my tyre pressures were still about 2,5 bar!!! Being about 15h00 the temperature was 40 plus



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degrees so I decided to postpone the vehicle recovery and set up camp instead. In those days I had an old, heavy canvas side tent. The wind was blowing so while Shirley held the tent pole upright I hammered in the pegs. No sooner was the first pole stayed and we were starting on the second pole when the flogging canvas pulled the first set of pegs out. At about this stage I realised I was getting heat exhaustion and knew Shirley was in no position to handle an emergency on her own. So I very casually said lets have a break and sat down in the shade of the nearest tree and asked Shirley for the water bottle. A good couple of "sluks" and a dousing over my head stopped the heat exhaustion and a few minutes later when I felt a bit stronger I fell into the river clothes and all. This was a good cure. Collected a couple of beers from the ice box (no fridge in those days) and a bottle of wine for Shirly and we headed for the nearby rapids where we sat in water up to our chests for a couple of hours until the sun went behind Rooiberg. Then built a twee spoor road of rocks back to firm ground and drove out of the sand. No reducing tyre pressures!!! I only had one of those real "El Cheapo" compressors that St Pierre White says converts noise to heat and takes about 40 minutes to raise a tyre from 1 bar to 2. A man could get very drunk pumping tyres. This done we decided to sleep in the bak again - I had a full lengthmattress covered platform at the top of the wheel arches. I remember waking up in the small hours of the night and seeing a light which appeared to be a torch coming down the mountainside on the opposite side of the river. I wondered who was mad enough to be trotting round in this rough country at night before drifting off to sleep again. Next time I woke the lights were all around us - fireflies!!!. Having experienced soft sand I decided to use the tracks away from the river to explore the rest of the park. Loved it. The silence is amazing and the night sky a delight with satellites in the early evening and millions of stars in the night sky. After touring the Northern Cape - Augrabies to Kuruman, Vryburg, Kimberley and the Karoo national Park at Beaufort West we returned home.

So after the sand experience I decided I needed to take some positive action to expand my lack of knowledge and experience. There was an outdoor exhibition at the Velodrome in Bellville in 1999 and needing to look at kit, etc Shirley and I went. There were a number of 4x4 clubs manning stands. I remember the 4 Wheel Drive Club and the 4x4 Offroad Adventure Club. Got chatting to the members at the best club and the repartee and friendliness was evident. The Club appeared efficient so I applied to join. When asked by Darryl Lampert what I drove I ventured only a Nissan 2.4 double cab. And so for the next few years I attended vehicle driver training outings and the odd easy trail and the Atlantis dunes. Amazing what a 4x2 will do with a bit of momentum and tyres at 0,7 bar! Got stuck a few times too but a snatch strap works wonders. The likes of Greg, Alan Goodway before he crossed the Vaal, Steer's Hannes Le Grange, Bob Howard, the aforesaid Darryl and his pal Mark and probably a good many others that I have forgotten or whose names I can't remeber were a great help in giving me some expert advise and encouragement. Eventually bought a 1992 Hilux 2,2 D/C with 160 000kms on the clock from a pal who emigrated to Aussie and had to learn how to drive a 4x4. The first trip was the West Coast beach trip from Hondeklipbaai to the Olifants river a 3 night, 4 day trip with Geoff Russel - I didn't even know how to get inot 4 wheel drive - phew! Steep learning curve.

Some of my favourite trails were the southern Richtersveld, Buffelspoort and Anysberg where on a winters day you can se tomorrow. Mont Eco has some splendid tracks and views too.

Since the early days I am amazed at the quality of members and guests who have done trips. English or Afrikaans speakers doesn't seem to matter. Everyone is friendly and helpful, tolerant of others and their foibles. This has not changed over the years and is due in no small part to Greg and the club's guides. Also no doubt the sharing of mutually enjoyed activity helps. Have made some friends from members who have been on trips too.



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Now that I am retired would be interested to get together with other retirees to do some touring/exploring during school term times and not bound to school holidays. Would like to explore Baviaanskloof, Botswana and Namibia at some stage so if there are any like-minded souls that are interested let me know. In deference to my aged Safari Ferrari (Hilux) and the cost of fuel I travel at a sedate 80-100 kph which gives to opportunity to enjoy the views this splendid country has to offer.

John and Shirley Armstrong

Hi,

Susan and I feel the club is an awesome club and at the moment is most likely our no.1 form of relaxation, spare time activity and socializing.

We have met some really great people through the club and have made a lot of good friends, I think mainly because we share similar interests. I cannot think of anyone in the club who we cannot get along with. Whats really lekker is that everybody is prepared to help his co-travellers, whatever the situation. Any rivalry that takes place is usually all in good spirits and you never feel pressurized to "perform".

There is really nothing that I would say that I don't like about the club. Maybe we could have more club meetings , although I realise that it is not easy to arrange venues, speakers. etc., etc. and do appreciate the efforts of the club commitee members.

If it were not for my limited time due to my work, I would like to have been more involved in the organizing part of it. We will definately remain active members of the club as far as attending outings, etc. are concerned and am always prepared to help out where we can.

Regards,
George & Susan Warren

The Trading Post – Swop, Sell or Buy

FRONT RUNNER ROOFRACK

I wish to sell my S2000 Fronrunner roof rack to fit Toyota Raider 1998 – 2005 models. R1250 o.n.c.o.Fitted with spade and hi lift jack carriers. Jonathan Owen. Send email to 4x4offroad@mweb.co.za

LAND ROVER 90 ACCESSORIES

I am looking to sell all my LR accessories as I am not really using them anymore. The below list is what I want to get rid of, and will either sell it individually or the whole lot for R14000.00. The individual prices attached next to the items below.

Fronrunner feather lite rooftop tent	R 5 000.00
Bedouin Awning 3.3m x 2.7m	R 1 200.00
Water container 40l roof rack	R 600.00
Outback drawer system	R 2 000.00
Outback roof rack	R 1 500.00
4 jerry cans	R 500.00



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Single gas bottle bracket	R 200.00
2 Double jerry can brackets	R 900.00
Dual battery system	R 2 800.00
Rear mount hi-lift jack and bracket	R 500.00
Axe with bracket	R 200.00
Spade with bracket	R 200.00
	<u>R 15 600.00</u>

Anthony Smit
Osiris Trading (Pty) Ltd
+27 82 781 4138 (mobile)

TOYOTA HILUX FOR SALE

I have an old Hilux for sale. It is in such a good condition and such a good off-roader that I thought it would be a shame to sell it (in the junk mail etc) to someone how would not appreciate its capabilities. This is ideal for someone how would like to enter the 4x4 world at a reasonable price. The vehicle has done very little off-road driving. (Otherwise I would properly be a member of our club.)

The details are:

Toyota Hilux Raider DC 4x4 (2.2 petrol – 4Y engine)
Model: 1993
Distance: 158 000 km. (Genuine)
136 litre stainless petrol tank (This is a single Eco 4x4 tank)
Canopy
CD/MP3/UHB radio
Colour Golden Mist (Toyota colour code: PT 84)
Price: R 75 000.00

FRIDGE FOR SALE

60 liter Engel fridge/freezer with transit bag, very good condition. Price : R5500
Contact person : Johan Delpert – 082 552 9481

LAND ROVER 130 TD5

- 2001 model , 158 000 km , Full Service History
- Prepared for expeditions
- Airconditioner, Power Steering, Alarm / Immobilizer
- Parts recently replaced or reconditioned: Alternator, Turbo, New Diesel Pump, Radiator
- New Cancas Canopy (1 month old)
- Extras: Bull Bar, Warn Spot Lights, High Lift Jack, High Lift Jack Points
- Recovery Points, 33 inch BFG Mud Terrain Tyres, Canvas Canopy and Frame (boiler pipe tubing)
- Tow Bar, Packing System, 60 liter Water Tank, 70 liter auxillary Diesel Tank, Dual Battery System, Safari Snorkel
- Electronics 29 Meg Dragon Radio, VHF Kenwood Radio, 150 Watt Inverter (220 Volt)
- Window Socks Blinds for rear windows.
- Price R 139 000 (neg)

Neil van Tonder (0828259696)

Flat Wheel – Light Relief

EXERCISE FOR OVER 40'S (or the one's nearing it)

Just came across this exercise suggested for the over 40's to build muscle strength in the arms and shoulders. It seems so easy so I thought that I'd pass it on to some of my friends and family. The article suggested doing it three days a week.

1. Begin by standing on a comfortable surface, where you have plenty of room at each side. With a 1kg potato bag in each hand, extend your arms straight out from your sides and hold them there as long as you can. Try to reach a full minute, then relax.
2. Each day, you'll find that you can hold this position for just a bit longer. After a couple of weeks, move up to 2kg potato bag. Then 10kg potato bag and then eventually try to get to where you can lift a 20kg potato bag in each hand and hold your arms straight for more than a full minute (I'm at this level).
3. After you feel confident at that level, put a potato in each of the bags.

GETTING OLD...

We all get old eventually. These are really good! and yet really scary.....

An elderly Floridian called 911 on her cell phone to report that her car has been broken into. She is hysterical as she explains her situation to the dispatcher: "They've stolen the stereo, the steering wheel, the brake pedal and even the accelerator!" she cried.

The dispatcher said, "Stay calm. An officer is on the way." A few minutes later, the officer radios in. "Disregard." He says "She got in the back-seat by mistake."

..... and she is still driving!!!

SENIOR DRIVING

As a senior citizen was driving down the freeway, his car phone rang. Answering, he heard his wife's voice urgently warning him, "Herman, I just heard on the news that there's a car going the wrong way on Interstate 77. Please be careful!"

"Hell," said Herman, "It's not just one car. It's hundreds of them!"

MOZHELP – A MUST HAVE EMERGENCY NUMBER

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

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

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



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

Contact:

Reghardt Meyer
MOZHELP
CNR OF INBANI AND MARULA STREET,
MALELANE

TEL 013-7900265
FAX 013 7900427
CELL 0829400140

JANUARY 2007

Preferred Suppliers - Gauteng

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

1) ECHO ACCESSORIES 4x4 CENTRE – NEW STORE!

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

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

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

2) 4x4 INSURANCE

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

Speak to Phillip (club member)

3) KEVIN BOLTON CONSULTANTS

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

KJ BOLTON CONSULTANT cc

Contact Kevin @ 082 564 3639 or Marietjie 012-6549813

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

4) FRONT RUNNER

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

Call Wayne Heath-Coombe (club member) now.

1 Forssman Close, Dytchley Road, Barbeque Downs, Kyalami



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011 466 0155
www.frontrunner.co.za

5) 4x4 MEGAWORLD

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

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

Unit 5, Herman Road, Meadowdale (off Barbara Road)
011 454 2875
megaworld@oldmanemu.co.za

6) SAFARI CENTRE - NEW MEMBERSHIP CARD DEAL

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

Products excluded for discount:

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

7) HONEYDEW TOYOTA & RV CENTRE

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

8) KEMPTON CARAVANS - KEMPTON PARK - CLUB MEMBER BENEFITS

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

9) M-CENTRE - Quality Mechanics - Centurion Area

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

10) OUTDOOR WAREHOUSE - CENTURION

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

Contact their sales people on (012) 661 0505. Visit unit 4, Highway Business Park, Park Road South, Rooihuiskraal.

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

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



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12) 4x4 Offroad Adventure Mail Order Outlet

Rent a 29Mhz Radio for your next trip. Special price for club members. Also able to provide 29Mhz Radios, GPS's, SUUNTO Watches, Clothing, Solar Panels and plenty more at cost cutting prices...Give us a call - 4x4offroad@mweb.co.za

13) LA SPORT 4WD MEGASTORES AND TJM PRODUCTS – FOR SERIOUS 4WD EQUIPMENT

When you're serious about four wheel driving, we can supply you with serious 4WD Equipment. We are the distributors for TJM Products from Australia. Our main products are TJM Aluminium and Steel bull bars (Airbag compatible), Airtec Snorkels and XGS Suspensions (3-year or 50 000 km warranty). We also supply and fit a wide range of other 4x4 accessories and camping equipment.

All LA Sport 4WD Megastores branches will offer a 5% discount on presentation of club card, except items on specials or with net prices.

Please phone us at:

Head Office, Pretoria: 012-3294515, Menlyn: 012-3480826, Eastrand: 011-8285381,
Johannesburg North 011-4678210, Bloemfontein: 051-4478360,
Cape Town 021-5552790 and Nelspruit 013-7553391

14) ONLY FOR MEMBERS - HAVANAH CAFÉ (MENLYN)

Invitation to all club members: ***When they arrive at Havana Café in Menlyn Shopping Centre and they produce proof of their club membership, they will receive a 10% discount on their total bill.***

For those of the members who visit the Barnyard for one of their excellent shows, members can also contact us to find out more about our platters that we provide for Barnyard functions - at very competitive prices. Once again, a discount could be considered for tables of 8 or more.

André and Thea Sonnekus

Editor:

Alan Goodway (GP 1796)

Registered DEAT Tourist Guide - National

Owner - 4x4 Offroad Adventure Club (Gauteng)

Committee Member - Association of All Wheel Drive Clubs SA

Member Club - Association of All Wheel Drive Clubs SA

4x4offroad@mweb.co.za

(c) 082 603 8321

(h) 012 658 5694

(f) 086 684 9116

www.4x4offroadclub.co.za

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