



ORGANISED FOUR WHEEL DRIVE CLUBS CONCERNED ABOUT FAUNA AND FLORA, NATURAL RESOURCES AND RECREATION IN SOUTHERN AFRICA

April 2008

# Words

Monthly AAWDC Newsletter

The following article by *Barnie Louw*, appeared in the *DRIVE OUT* February -March-Issue. Extracts from this article will replace the message from the chairman, for this month's issue.



AAWDC Chairman: Jakob Jordaan

Pg 1: Message from the chairman: Article in *DRIVE OUT*

Pg 2: News from our clubs

Pg 2: How to order Driving Training Manuals

Pg 3: ORRU / ORRU Mission Report  
Pg 3: ORRA

Pg 4: Verkoeler-Blokkasie

Pg 4: What does it weigh?

Pg 4: AAWDC Benefit Statement

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After more than two years of toing and froing, the off-road community, represented by the National Off-road Workshop (NOW), is at last ready to present their final strategy for self-regulation to environment minister Marthinus van Schalkwyk at the end of February.

If the minister gives it the go-ahead, the strategy will have a profound effect on the off-road community, that is you and me.

Everything still has to be approved by the minister, but the following three key proposals will in all likelihood be implemented:

**1. Certain areas will be off limits to you.** Current legislation prohibits you from accessing certain eco-sensitive zones like forestry areas. NOW proposes changes in this legislation that would enable you access to such areas *if* you receive additional training. In terms of this proposal, additional eco-sensitive areas may also be declared. This could mean that areas that you currently have access to could be off-limits unless you receive additional training.

**2. You will have to go for training.** NOW proposes that owners of off-road vehicles (including quads and motorcycles) obtain a driver

competency certificate (DCC) by completing a training course before they can go off-road in sensitive areas.

**3. Your trail will have to be accredited.** Trails will have to be accredited with a regulatory body and maintain certain standards, or face the consequences.

#### FAQ'S:

**Are there any guarantees that the strategy will be accepted?** No – neither that it will be denied. NOW hopes that the worst case would be that the DEAT would request changes to the strategy until it is acceptable.

#### When will it take effect?

The strategy will be implemented once the minister has accepted it. It is expected to be phased in over 3-5 years.

Why not just use existing legislation? Existing legislation is insufficient to regulate the industry. Although additional legislation is an option, this will likely result in very strict controls, to the detriment of the industry. NOW believes control should rather be achieved through self-regulation, a route preferred by the minister *and* stakeholders. The strategy is an attempt to create a framework which will best fit the industry, comply with government

requirements, be environmentally sound and considerate, and be sustainable.

#### Will self-regulation work?

The strategy was developed over two years and is based on extensive research and consultation with the sector. No-one wants it to fail, because that may result in the minister regulating the sector

through legislation – the beach ban all over again...

#### How will it work?

NOW proposes that a national regulatory body be established to ensure that the self-regulation strategy is adhered to, applied and enforced.

The government will also play a role, because existing environmental laws may have to be amended to clamp down on people in sensitive areas that don't adhere to the strategy or rules set by the industry

#### How will offenders be punished?

NOW proposes that, where possible, the existing legal framework be used to punish offenders. Amendments to current legislation and additional laws may be considered for the punishment of offenders.

**And if I cross the borders?** At this stage the self-regulation strategy is only being developed for South Africa.

**How will I know I'm in a sensitive area?** Eco-sensitive areas might be

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identified through national and local legislation, rules and regulations. The DEAT has indicated that sensitive areas will be mapped. There are a few mapping options to help with identification, the most common could be Tracks4Africa, widely used in the 4x4 industry.

**Will trails necessarily be classified as eco-sensitive?** Only certain trails will fall within the definition.

**How do I get a DCC?** You will have to undergo an accredited training programme, and then demonstrate that you can carry out certain off-road vehicle operations and other activities. Training is expected to be for one to two days.

**How long will the DCC be valid for?** It is envisaged that, as with the firearms competency certificate, it will be valid for five years, but it will not require full retesting or retraining.

**How much will a DCC cost?** Once driver trainers have been registered, and once the curriculum has been finalised, one will have a better idea of the cost. The final cost, which will be determined by the service provider, may also vary from region to region. The cost may also depend on the ancillary benefits offered in terms of the quality of facilities, ca-

tering and course material.

**Who's training the trainers?** Training of drivers and off-road tourist guides will be registered with the South African Qualifications Authority (SAQA). Training can only be offered by training providers that have been accredited by the appropriate sector education and training authority (SETA).

**What about tour guides?** Off-road tour guides will also be required to complete training programmes, but certain credits could be carried forward.

**Will I need a new licence?** A new driver's licence will not be required.

**Will I need a DCC to drive on a gravel road, farm road or trail?** NOW proposes that the DCC only be required to enter an eco-sensitive area. guide.

**Will my off-road vehicle also have to pass a competency test?** No.

**Do I get credits for off-road courses I've completed?** Yes. The SAQA process allows for recognition of prior learning.

**Does only the driver need a DCC to visit a sensitive area, or the passengers as well?** Only the driver would need a DCC to visit an eco-sensitive area. The DCC does not affect the vehicle or the passengers.

**Will trail owners be forced to have an EIA done?** No. A complete EIA will only be required for trails in eco-sensitive areas. But, like in the past, trails will have to comply with existing environmental regulations

**Will trails have to be registered with the DEAT?** Yes. This is not new. NOW will try making the registration process easier and simpler.

**Will trails be audited?** It is proposed that audits be conducted every two years, when a trail will be evaluated in terms of its management plan. This will be done with a range of auditing tools, such as self-auditing, compliance auditing by an accredited agency, or officially appointed inspectors.

**Will trail owners have the right to fine transgressing drivers?** Trail owners won't have much teeth, but they can report an incident or driver to the regulatory body, who will then take further steps.

*For further information, go to [www.now.org.za](http://www.now.org.za)*

#### How to order Driver Training Manuals:

Driver Training Manuals cost R50 each (excl. postage / courier fees). Please send your request with the *quantity* required, *delivery* requirements, as well as *delivery address* to:

[members@aawdc.org.za](mailto:members@aawdc.org.za)  
Or fax it to 08611 AAWDC. An invoice will be generated and on proof of payment, the manuals will be posted or couriered, as per your request.



We urge all the clubs throughout the country to submit some ideas and suggestions for the environmental project. Anyone wishing to participate can register on the following site (then add the website address):

<http://groups.google.com/group/aawdcenvironment>

#### News from our clubs

##### 4x4 Club, Zimbabwe:

2007 in retrospect: Ngomokurira Run: It was very well supported with a total of 21 vehicles and 53 people. Donations to SOAP of \$235 000 were raised at the event!

##### NISSAN 4x4 Club:

13/04: Month Meeting, Braai  
26-28/04: Weekend Trip, Camp  
04/05: Month Meeting, Bring Food  
25/05: Play Meeting, Braai  
Contact Kobus Pienaar  
Cell: 082 923 5682 / E-mail: [kobuspienaar@flysaa.com](mailto:kobuspienaar@flysaa.com)

##### McCarthy 4x4 Club:

19/04: Basic 4x4 Training  
20/04: Club Day (Host: Arcadia)  
25-28/04: Korannaberg Breakaway  
01-04/05: Ossewa Route Nelspruit  
17/05: Basic 4x4 Training  
18/05: Club Day (Host: Gezina)  
Contact: Anthonie Coetzee  
Cell: 082 928 7702 / E-mail: [mc4x4@mcmotor.co.za](mailto:mc4x4@mcmotor.co.za)

##### Jeep Club:

20/04: One-Day Fun Trip  
11/05: One-Day Fun Trip  
Contact: Giel van Niekerk Cell: 083 251 8586 / E-mail: [gielvn@webmail.co.za](mailto:gielvn@webmail.co.za)

#### Congratulations

LandRover turned 60!  
Congratulations, guys. Unfortunately it is a medical fact that everything starts leaking at old age...



## Off Road Rescue Unit (ORRU)

ORRU has a permanent team of volunteers, who are all members of the 4x4 club and who utilize their own time and equipment to assist in the event of disaster or search and rescue.

They have built up an outstanding track record over the years and have played a vital role in saving lives. The objective of the club, is to assist when and where possible. The prime objective is to provide efficient, logistical support, either by means of off road transport or communications.

As all the vehicles are equipped with VHF radios, they are able to assist with the relaying of radio communications in difficult areas and between different organizations on land, sea and air. The ORRU works closely with organizations like The Mountain Club of South Africa, National Sea Rescue, Metro Rescue Services, The South African Airforce, as well as the South African

Police.

The unit also likes to work closely with the Conservation unit and to assist them when necessary.

The ORRU is actively recruiting new members.

### Why should I volunteer?

- 4x4 Owners have a poor public image. This is a chance to prove otherwise.
- Your support can and will make a difference. Safely and quickly, people and equipment can be moved from command or staging areas, closer to where it is required. Food and drinks can be taken to where the action is. Tired and hungry people can be brought back for food and rest.
- You get to drive your vehicle to places you might not normally be allowed to go.
- You are part of the action and

really helping.

### What do I need?

- An off-road vehicle.
- An ability to drive it skillfully.
- A radio and a cellphone.
- A basic first-aid kit.
- Suitable clothing for cold and wet weather.

### How do I sign up?

Contact Ivor Rimmer:  
[ivor@bateleur.co.za](mailto:ivor@bateleur.co.za)



## ORRU Mission Report Missing Girl—West Rand 20-02-2008

Members were arriving at Bateleur, ready for the Wednesday evening training session. The call from the SAPS came through at 18:25, requesting help to search for a missing 18 year old girl.

After searching certain areas, based on information filtering through, the search teams were summoned to the house. Here the investigating officers were gathering information and questioning the other home occupants.

Q75 Bev felt that the team should search the adjacent fields, based on the information received.

At 22:27 V75 Johan spotted the

Girl's body in the grass where it had been dumped and a hasty attempt had been made to conceal / bury her.

The police's forensic team and photographers were busy elsewhere. ORRU maintained the cordon during the long wait for these two teams from the SAPS.

ORRU provided a two vehicle escort to take the distraught mother to the nearby hospital for sedation. At 01:00 elements of the ORRU team were dispatched to recover the mortuary van, which was stuck in the mud whilst en route from a previous body collection in a nearby informal settlement. The mortuary

van managed to do a self recovery. The ORRU vehicles met them on the main road and led the mortuary van back to the crime scene.

By 02:00 the scene was clear and having assisted with the SAPS dogs checking the house and outbuildings for blood or clues, the ORRU team were stood down and returned home.

A sad ending to a very young life, but the ORRU take pride in the fact that, due to good police work and diligent searching of the right places at the right time, the body was found and closure for the family was enabled.

## Off Road Radio Association (ORRA)

It is an offence for anyone to operate a two-way radio without the necessary license, and in fact, also for anyone to sell such an apparatus to an unlicensed purchaser.

ORRA is aware that the authorities are clamping down on unlicensed radios, and we strongly suggest that you ensure that you have the correct license. The fines are prohibitive.

ORRA holds some licenses from ICASA and provides these licenses to members on behalf of ICASA. Through ORRA the application for licenses is made much easier while

abiding in all respects with the regulations as set down in the Radio Act. A small admin fee needs to be paid. ORRA expects that all license holders will use proper procedures (rudeness and bad language are offences under the Radio Act). The 29 MHz band is a shared band, and users should always afford anyone using the channel the same courtesy as they would expect.

On extended trips, in convoy, the correct use of radios ensure that all in the convoy can keep in contact with one another. However, radios do sometimes develop faults, there-

fore it is recommended that the front vehicle always keeps the following vehicle in sight.

*Our ORRA chairman is Cobus Bosch and any queries that you may have with regard to radios should be addressed to him at 082-655-6626 or [boschj@sabc.co.za](mailto:boschj@sabc.co.za)*



## Verkoeler –Blokkasies (met erkenning aan Francois Rossouw)

Ek was onlangs in die Bosveld en pas terug by die huis, toe ek merk die 4x4 loop warmer as gewoonlik. By nadere beskouing was daar nie veel gras by die verkoeler nie, maar ek kon nie goed sien wat tussen die lugreëlaar se verkoeler en die enjin s'n aangaan nie.

Ons besluit toe maar om die enjin se verkoeler uit te haal om die spulletjie behoorlik te bekyk. Dit was 'n geweldige skok om te sien dat die gras se sade 'n hele kombes tussen die twee verkoelers gevorm het en daar bykans geen lug deur die verkoeler kon vloei nie.

Ek besef nou dat dit nie help om net die buitekant van die verkoeler skoon te maak nie. Die jakkals kruip tussen die twee verkoelers weg en die enigste manier om hom uit te kry, is om die verkoeler uit te haal.

Dit is egter raadsaam om 'n stuk gas voor die verkoeler te hang, maar hy moet so geplaas word dat hy ook die gras van onder en die kante keer. Onthou dat die waaier soveel moontlik lug insuig en alles wat wil saamkom deur die verkoeler probeer suig.

Hierdie les was vir my 'n ontnugting—hier lê die rede waarom ons plaasbakkies dikwels warm loop en die enjin in die proses seerkry!

Die meeste voertuie se lugreëlaars het 'n veiligheidsmeganisme wat die lugreëlaar afskakel as die enjin te warm word. Jy moet daarom onmiddellik ondersoek instel na die rede as jou voertuig se lugreëling skielik warm lug uitblaas. Jy kan in die meeste gevalle die skade reeds op hierdie stadium vermy.



## What does it weigh?

In case you were wondering how much those 20 liter jerry cans on the roof rack weigh, here are the true details. Weigh your metal jerry cans when empty so you have the complete mass per can:

\*Petrol weighs 0.73kg/l

Approx 16kg p/can

\*Diesel weighs 0.83kg/l

Approx 18kg

\*Water weighs 1.00kg/l

Approx 20kg

A metal roof rack is about 45kg, add a roof top at about 45kg and you wonder why your 4x4 rolls like a drunk! It is very easy to over step the 150kg safety weight with 4 jerry cans, a spare wheel and the rack. There is the gas cylinder and bracket, Hi-lift jack, a flat folding table, maybe a shovel. LandRover recommend max 70kg on the Defender, not that any one takes notice!

## AAWDC Benefit Statement



### **HISTORY OF THE AAWDC**

The Association of All Wheel Drive Clubs of Southern Africa (AAWDC) had its inaugural meeting in 1993. It was formed by the three major Four Wheel Drive Clubs in South Africa: the *Four Wheel Drive Club of Southern Africa*, the *S.A. Jeep Club* and the *Land Rover Owners Club of Southern Africa*. Today the Member Clubs and Associates are spread over all the provinces of South Africa, Swaziland and Botswana.

### **OBJECTIVES OF THE AAWDC**

To promote and support the activities and interests of "all wheel drive clubs in Southern Africa". (Herein after referred to as 'Clubs') Also, who are members of the Association, relating to the protection, preservation and conservation of our fauna & flora, natural resources and places of off-road recreation, in Southern Africa.

#### **The ancillary objectives of the Association are:**

- To have a voice and to liaise with any person, body, authority or Government structure for the purpose of achieving the main objective of the Association, including but not limited to:
  1. The Department of Environmental Affairs and Tourism.
  2. Road Traffic authorities.
  3. Civil Defence authorities.
  4. Nature Conservation authorities and bodies.
- To institute a code of conduct for the members of the member Clubs.
- To promote safe practices and procedures with member Clubs.
- To gather and supply information to members of the Association.
- To establish or to assist in establishing new Clubs.
- To co-ordinate and encourage Clubs to get involved in Civil Defence/Search and Rescue.
- To communicate and benchmark on a global & local level with associations, member clubs, associate members and other decision makers on matters relating to the all wheel drive vehicles and outdoor lifestyles.
- To professionally develop a Driver Competency Qualification Program, Driver Training Program and Instruction Manual.
- To develop, maintain and promote an Associate program where related businesses can join the AAWDC as Associated members to the benefit of those Associates and the AAWDC member clubs.

Clubs or individuals who are interested to join or want more information on the AAWDC, can forward their request to Isla Blasa at 08611 AAWDC or [members@aawdc.org.za](mailto:members@aawdc.org.za)