



VEHICLE DETAILS: 2004 Land Rover Defender 110 Double-Cab Pick-up
OWNER DETAILS: Johan de Villiers, CEO of First Technology Western Cape

A Monster of a machine

Our Four-Wheel partners are critical to our adventures and expeditions, and it is no different for Johan de Villiers who has invested substantially to make his Land Rover a “monster” to be reckoned with.

Most people say a rebuild project is never completely done as you always find something you can add. “I am, however, glad to report that this project is indeed done – there are no modifications left to do and I love the final product,” said Johan de Villiers of his 2004 Land Rover, called The Monster.

“I think this is by far the most equipped overlanding Land Rover in South Africa and I am now virtually bankrupt,” he laughed. It is clear that Johan poured his heart and soul into this project. His top tip is always to use the best mechanical and electrical specialists from the start of any rebuild. “Doing a vehicle in a piecemeal fashion

can cost more in the long run, as additional equipment gets added and the electrics and electronics become more complicated to manage and isolate.”

The Monster has several long-distance overland trips under its belt, with Johan’s favourite being a 6 500 km trek through Zambia and the Okavango Delta during the rainy season. “Quite a lot of servicing was required after this trip due to damage from the heavy mud and water crossings,” he said.

One thing you should not skimp on is ensuring you have enough solar power to charge you secondary battery systems, says Johan. “You can never produce too much energy for all the consumption requirements for your modifications, and

nothing spoils a trip faster than your fridge not receiving enough power mid-way through!”

His other top tips? “Stay under the maximum gross weight of the vehicle in your design, as an overloaded vehicle is probably one of the biggest dangers of overlanding. Also, you should invest time in your navigation, GPS and map reading skills, especially if you like to overland solo instead of in groups.”

The list of accessories and modifications is probably longer than the wheelbase of this orange monster.

Highlights include:

- Battery inverter (1 500 W)
- CTEK heavy-duty battery charger
- DB board & isolators for batteries
- Big Country rear drawer system
- Heavy-duty ARB bull bar
- Dastek Intercooler
- Fox engine management system
- Eight recovery points (front, side & rear)
- Front Runner roof rack
- Garmin GPS 7200 StreetPilot & InReach satellite communicator
- Long-range fuel tanks (43 litres)
- Mud Terrain tyres (Maxxis Razors 265/75 R16)
- National Luna dual battery system & management system
- Alu-Cab Gen 3 rooftop tent
- Safari 4x4 snorkel
- Terrafirma heavy-duty suspension
- WARN air compressor

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How to enter?

Simply send an image – minimum 1MB in size – of you and your vehicle, out and about on an adventure to info@4x4afrika.com (subject: Four-Wheel Partner). Include the following:

- Name and occupation of the owner
- Year model and derivative of the vehicle
- Any modifications made (and which has been the most useful)
- Vehicle’s nickname (if relevant)
- Favourite memory/trip with your vehicle
- Your bucket list trip and modification
- Top expedition/adventure tip
- Why you love your ride

T&C’s:

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