

Teams push hard to win 2012 Solar Challenge

EIGHT local and four international teams participating in the Sasol Solar Challenge 2012 have just two weeks to complete 5 400 km across some of SA's most demanding landscape. With just 10 hours to reach their next destination in Vryburg, North West, the futuristic looking cars, covered in solar panels and built by the team members, departed at 5 am yesterday from the CSIR campus in Pretoria. For the launch the cars were positioned in accordance to their speed which was determined at the Zwartkops Raceway track on Monday. Team Tokai, the current world champions from Japan, were in the lead, followed by the team from the North West University with the University of Johannesburg positioned third. Among the teams were the Tshwane University of Technology (TUT) with their solar-powered car called Fire of the Dawn. Sasol's Winstone Jordaan said for the next four days the teams would travel through Rustenburg, Lichtenburg, Vryburg, Upington and Springbok and stop in Cape Town where they would take a day's break. The teams would then leave Cape Town and make their way through Worcester, Montagu, Barrydale, Calitzdorp, Oudshoorn, Aliwal North, Dundee and eMalahleni (Witbank), among others, before reaching their final destination in Pretoria. The uniquely designed cars did not only capture the attention of dozens of spectators but also the attention of Deputy Minister of Science and Technology, Derek Hanekom. Hanekom said he would love to buy a "little two-seater" for his wife and himself. "Many people who sail make use of the power of the wind. Why can I not make use of the power of the sun while cruising through the Karoo?" he asked. Sasol chief safety officer Glen Cook said that each car was thoroughly tested before the beginning of the race. He said Motorsport SA technical advisers assisted with checking of equipment, brakes and speed. "On Sunday we checked the equipment of each car. On Monday the cars were tested at the Zwartkops Raceway and the speed of each car determined after a few laps. "We also conducted a brake test to determine if the cars can brake in time at high speed. A handling test as well as a speed test is conducted. The cars must be able to do a minimum of 40 km/h around the track and we determine if they can turn and swerve at high speed," Cook said. He said an 18-to-40-page safety document was also handed to each driver and they were taken through safety instructions. "They have been taught what to do should there be a chemical spill as well as what to do in the event of an accident," he said. Cook said each car had to demonstrate how the solar panel positioned in the front would be deflected should it be in an accident. "This is very important as the panel is in line with the driver's head and could be very dangerous in the event of a crash. Some of the cars even have a roll-cage to push the panels upwards and over the driver in the event of an accident," he said. The solar challenge is held every two years and international teams participate every year. Cook said this year, a private team, Kenjiro Shinozuka, participated for the first time in the

car which they bought from team Tokai who won the race in 2010. EV Drive (Electronic Vehicle) also entered one of their electric sports cars for the first time this year.

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Pretoria 'bohemian' takes on the world

From playing with jazz bands during apartheid, Estelle Kokot has established a successful career in Europe. Even people who never listen to music may have heard Estelle Kokot: her Afrikaans words were used to produce the first local language instructions for Garmin satellite navigation. For Johannesburg jazz fans, however, echoes of the singer resound from much further back. Kokot was one of the musicians who opened Kippie's jazz club in the Market Theatre Precinct in the late 1980s, with bands such as Bayete and Phambili. Since then, she's established a successful European career as a singer, teacher and composer, but enjoys her regular trips back home to perform and reconnect: "This is where I feel alive." She is saddened — "scandalised" — by the current status of Kippie's as a restored but empty shell. "That place was Johannesburg's Ronnie Scott's Jazz Club — or, no, it was much more innovative and edgy than that; maybe Johannesburg's Vortex Club? My big regret is that we never recorded when I was with Bayete or Phambili, so there's no documentation of the music we were making then." But her recent visit has yielded joys, too. When she played Cape Town's Mahogany Room, "the vibrancy and professionalism blew me away. I played with three different line-ups over three evenings and they were all world class: open and really listening to me. Yet when I ask friends where's the main happening place for jazz in Joburg, they all give the same answer: there isn't one." But how did Kokot, a middle class Afrikaans girl from Pretoria without a conventional music school background, find herself on stage with black South African jazz groups before apartheid had officially ended? Her parents were diplomats, and she was actually born in then Rhodesia (although her website says "UK born"); the family's previous generation included both a radical anti-Nationalist journalist-turned farmer and a solidly right-wing senior policeman: "I had his silk paisley dressing gown cut down into a top. I'd tell myself: 'Tonight, I'm gonna wear Oupa's gown to go sing in the township with Bayete.'" "There's an autobiography in the works, full of these kinds of stories. It was that rebellious streak far more than any coherent ideology that led Kokot to jazz. "Of course I knew apartheid was wrong, and couldn't last. But I think a lot of why I did what I did was just being a rebellious loner. I used to bunk school and go sit in the Bistro in the Pretoria Arcades, smoking a Camel, 'spinning out a glass of red wine and writing poems. I thought I was this real bohemian.'" Her love for music had started far earlier: "From when I was three and could reach up to touch the piano keys, I knew it was what I wanted to do" But her studies had taken her towards classical music. She passed matric but needed higher grades to enter the Wits School of Music, and decided that path was simply not the one she wanted. By then, she'd met musicians she still respects, multi-instrumentalist Greg Georgiades and reed player Chris Tokalon, and was hanging around clubs now long gone

(Rumours on Rockey Street in Yeoville and Georgiades's Espressions Studios @I knew apartheid was wrong, and couldn't last. But I think a lot of why I did what I did was just being a rebellious loner on Pretoria's Church Square) in the hope of a chance to sing. "I'd turn up in heels and a little chiffon off-the-shoulder number — but all I wanted was a chance to get to that piano. I know sometimes I wasn't very good, but Art (Kelly) at Rumours heard something in my work and urged people to give me a chance." As time passed, the scene opened up. Kippie's was launched in 1988 and, by then, Kokot was also meeting bands such as Bayete and soloists such as former Earth Wind and Fire trumpeter Bruce Cassidy and saxophonist Mike Makhalemele, with whom she later played. "Classical piano lessons taught me technicalities, but everything I learnt about jazz I learnt from the musicians I worked with then. For Kippie's, we'd start rehearsing two weeks ahead. It was an unconditional exchange of ideas. I'd try a line on the piano; somebody else would say: 'What's that? Give me the notes.' Then he'd develop a groove and that's how it grew. By the time we hit first night, we'd internalised it all and we were cooking." In the early 1990s, Kokot had a regular gig with Avzal Ismail's band, Rush Hour. She enjoyed the company but began to grow impatient with audiences insistent on hearing covers of international hits: "I don't like being in the same musical place twice." She was also depressed by the sexism of parts of the scene: "Some people patronised you as just the girl who sings'. My piano work saved me from a lot of that, but not all of it. Some bands wanted a singer for image alone —'change your look'. And, as usual, I was restless." From when I was three and could reach up to touch the piano keys, I knew it was what I wanted to do She was also teaching at Pretoria Technikon. That work got her an invitation to a 1993 music workshop in Graz, Austria, then Kokot moved to England. She stayed briefly with promoter Ernie Garside in Manchester and then pianist and bandleader Mike Carr in London and was as surprised as anyone else when one of her first auditions — for the jazz sessions at London's Pizza Express —secured her a job. "I thought I'd been completely over the top —but evidently they liked it." Her understanding of the world grew in London. Simultaneously, she was meeting imputations of racism —"because I was a white South African" — and being stopped by suspicious police while driving to a show with West Indian drummer Winston Clifford. "That used to happen when I was with Bayete — it felt like I was back in Johannesburg!" Short on cash, she took a room in the London commune run by exiled activist Dennis Goldberg and his wife, "and that was really when I learnt about SA, and learnt the real stories of people I'd worked with and places I'd been". Kokot's career since then has alternated between regular stints at places such as Pizza Express, on the European hotel circuit and, more exciting but less financially secure, one-off projects that have taken her, among other places, to the Barbican and the Royal Festival Hall in London. She runs workshops on singing, piano and composition, and composes on commission. Her work has been praised by The Guardian jazz critic John Fordham: "I was so green the first time we spoke, I didn't even know who he was." Her next project, however, will have a transatlantic focus: a collaboration with tenor saxophonist Chico Freeman and multi-instrumentalist Jan Pulsford. In May next year, Kokot guests at the Calabria Blues Festival in Italy. The Calabria invitation was a surprise: "I don't really think of myself as a blues singer, but then I've often found the definitions people put on

what they call 'jazz' constraining too.' For Kokot, what matters is working in a context that offers her the freedom to re-imagine her songs — she describes creating multiple versions of the Thelonious Monk standard, Round Midnight, as "my life's mission". And whether she's in London, Italy or New York, her inspiration fords its roots here. She returns as often as she can: "I need this place."

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Chasing the sun is slow going

Potholes were the least of the problems on day one of the solar car race around South Africa; this was not your typical car race. There was no revving of engines at the starting line, no screeching of tyres — just a gentle silent forward movement and they were off. We had gathered at the northern gate of the Council for Scientific and Industrial Research in Pretoria for the start of the Sasol Solar Challenge. For the next two weeks, 13 solar-powered cars, bikes and hybrids will be racing around South Africa for 5 400km. Their route will take them from Pretoria to Springbok in the Northern Cape, down to Cape Town, along the southern coast to East London, and then to Bloemfontein. From there they will head to Pietermaritzburg and then back to Pretoria. This route is split into 11 daily stages (see map). The Mail & Guardian went along for the first leg of the race, along the N4, through the platinum belt, and on to Lichtenburg in North West —the half-way stop for a 30-minute break and a driver change. From there the teams were going to Vryburg, their pit stop after day one's racing. The first solar vehicle race in South Africa took place in October 2008 and was organised by Winstone Jordaan and Johan Viljoen. The event was created to motivate students and scholars to take an interest in the sciences, engineering and technology, and to demonstrate the power of new technologies. The first event was won by Tokai University, which enabled the Japanese team to build a highly competitive solar car that would go on to win the World Solar Challenge in Australia in 2009 and 2011, and to retain their title in South Africa in 2010, when there were six competing vehicles. In 2012, they once again started out as favourites. After a quick scan of the competing cars, it was clear to the untrained eye that theirs looked the most impressive. A solar car is generally a long, narrow car that seats only one person, the driver, and has a flat-top surface covered with solar panels. The sunlight hits these panels to produce an electrical current, which runs to a battery for storage and powers the car. Local teams taking part include the University of KwaZulu-Natal, Nelson Mandela Metropolitan University, University of Johannesburg (UJ), North West University, University of the Witwatersrand, Tshwane University of Technology and the German School of Johannesburg. The international competitors are Tokai University and Kenjiro Shinozuka from Japan and Delhi University from India. However, not all the vehicles were starting the race. Delhi University was taking their car on a trailer for the first leg of the race after it started smoking during speed trials the previous day. Wits, Tshwane and the German School also began the race on the back of trailers. Most of these teams were given until Thursday, or day three of the race, to get their cars approved, so they were

rushing ahead to the finish line of day one to start work on their cars. Bradley Rautenbach from the Wits team said that their car's brakes had not been installed, because the callipers were faulty. Tim Milio, the assigned observer for the Wits team, was looking rather dejected. It was his responsibility to travel with the team and monitor the penalties it incurred, but with a non-functioning car his day was looking a lot less adventurous. Milio is from California and volunteered to be an observer after a friend who had competed in previous solar car races told him about the race. Albert Helberg, the team manager for North West, was pacing around their car, overseeing some last minute work. "I have butterflies in my stomach," he said. At eight in the morning, the cars headed down to the starting line and began day one, starting at two-minute intervals. In front of each vehicle was a lead car and behind it a chase car, to protect the solar vehicles from traffic and to warn South Africans of their presence. In their rear windows were giant yellow signs stating: "Caution: Solar Vehicle Ahead". At nine, we took off in our rented minibus to chase the race. After we had been on the N4 for a short while, we came across the Nelson Mandela team. They were clearly having problems and they had been overtaken by several teams that started after them. As photographers and cameramen decamped from the bus, rushing towards the stationary vehicle to see what was wrong, a young team member started yelling at the media to move away because the driver needed some privacy. The big breakdown was just a toilet break. The next car we came to was from UJ. It was vibrating and it looked as if it might come apart at the seams. "What happens when these cars hit a pothole?" I asked. Another journalist joked that they were travelling so slowly that they would have plenty of time to see it and swerve. As we passed, the UJ team pulled over and we stopped too. Warren Hurter, the team manager and current driver, said he was getting too much vibration, and the team started to take the car apart to make sure nothing was loose. Further down the road, the North West driver posed for pictures as we drove past and gave us the thumbs up. We did the maths and realised that the only teams ahead of us were the two Japanese universities and KwaZulu-Natal. We drove past fields of cattle and sheep, which were oblivious to the sleek silver cars moving across the landscape. Near Lichtenburg, we passed team Kenjiro Shinozuka. Commuters in bakkies showed typical South African tendencies, zigging and zagging around the solar car, impatient as usual. As team Kenjiro Shinozuka sped on, we noticed the drivers of all the passing cars staring into their rear-view mirrors at the bizarre sight. We arrived in Lichtenburg and stopped at the half-way stop outside the Agricultural Museum. Team Tokai was pulling out, having finished their half-hour rest period. Kenjiro Shinozuka had just begun theirs. Their driver was complaining about the potholes and that they had wasted 10 minutes waiting at a stop-and-go because of road works. Across the road a new mall was being built and five young construction workers wandered across to eat their lunch under a nearby tree and surveyed the spectacle. "What is that?" Nkosana Mabaso (21) asked me. "I thought it was a boat." "I thought it was controlled by remote," said Petrus Leeto (22). "I didn't think there was anyone in there." "How much do those cars cost," Daniel Jacobs (25) asked me. I explained that they were not for sale and were not roadworthy vehicles. "They should sell them," he said. A conversation ensued about renewable energy and how we needed to decrease our reliance on coal energy. The young

construction workers were fascinated, but eventually Leeto said: "If we stop using electricity it will harm the economy." I explained that it was actually our government's inability to deliver enough coal electricity that was hampering the economy. Leon Taljaard, a middle-aged restaurant owner from Lichtenburg, was walking nearby with a younger man, Japie Venter. I asked them what they thought of the solar cars. "I am impressed," said Taljaard, who added that he had heard about the race on television that morning. "Sure our roads here are not great, but this gives some exposure to our town." Venter had just phoned his wife, who had seen the cars. "She said, 'Japie, I was just going to call you. I saw a spacecraft, ummm, a UFO on the road,'" he said, laughing. By that time, team Kenjiro Shinozuka had left and we heard that KwaZulu-Natal had taken a wrong turn. We also heard that UJ had broken down outside Rustenburg, and North West and Nelson Mandela had still not passed the city. The clock was edging closer to 2pm and one of the officials told us that, if the teams were not at the halfway point by 2:30pm, they would have to be taken on a trailer to the pit stop for day one. We decided to head back to Pretoria when the news filtered in that, 40 minutes out of Lichtenburg, rain had started pouring down. A press release later confirmed that, by the end of the first stage in Vryburg, only the two Japanese teams had made it to the finishing line before sunset. I am starting to understand that the Sasol Solar Challenge is less of a race and more of a technology road show. The Nelson Mandela Metropolitan University team closes the cockpit on their first driver. Photos: Luke Boelitz

CITY PRESS 16 Sep 2012 Page 6

Faulty machines leave doctors in the dark

Equipment is failing medical staff and patients at public hospitals. Failing technology is forcing staff at South Africa's public hospitals to try their hands at DIY. Crippling staff shortages and salary disputes in the public sector aren't helping the situation either. Just last week, surgeons at Chris Hani Baragwanath Academic Hospital in Soweto had to perform a caesarean section using a cellphone for light after the electricity cut out during the operation and the generator failed to start. There have been scores of other incidents in hospitals across South Africa, including: A month ago, Charlotte Maxeke Academic Hospital in Joburg admitted it had to cancel up to 100 operations a week because of a shortage of equipment, anaesthetists and surgeons; In March, the radiation machine at Steve Biko Academic Hospital in Pretoria broke down and cancer patients were turned away; In June, doctors abandoned patients at Nelson Mandela Academic Hospital in Eastern Cape to go and protest because they had not been paid for almost six months; and in Limpopo public hospitals ran out of food and drugs in May, forcing doctors to dig deep into their own pockets to feed patients. Health Minister Aaron Motsoaledi is acutely aware of the problems. He admitted this week that public healthcare in South Africa was in trouble and said he wondered sometimes whether it could be rectified. Motsoaledi said: "We need to completely overhaul the public health system, but whether the

overhauling will happen ... I wonder sometimes." Speaking at an event in Rivonia, northern Joburg, on Wednesday, night, Motsoaledi described Gauteng, Limpopo and Eastern Cape as the most problematic provinces when it came to public healthcare. All three, he said, had one thing in common: a "tendercare system" Tendercare, Motsoaledi said, refers to a system in which provinces issue tenders for things that are not necessary. This spending means the budget for equipment and medicine is depleted, and can lead to the collapse of healthcare offered in these hospitals and clinics. But it's not only the public sector that is dealing with equipment failures. After Motsoaledi's speech on Wednesday, a Soweto man stood up to complain about his experience at a private hospital in Joburg. The man told Motsoaledi that his wife and her friend were involved in a car crash and were rushed to the hospital. Her friend was x-rayed first, but when it was his wife's turn, the man explained, the machine would not work. Luckily, the man told Motsoaledi, he was an electrician by trade and offered to check the machine while waiting for a technician. "I discovered that there was a problem with the wiring. The positive wire had snapped," he said. In response, Motsoaledi said: "This thing must be corrected. It causes havoc in healthcare. In the past, there used to be people who were trained to repair machines in hospitals. "Today, it costs eight times more to repair a machine because there are no in-house technicians in hospitals." Incidents like this made us realise we need in-house technicians, which is why we have started a programme that trains technicians at Tshwane University of Technology." The programme started this year.

RAPPORT 16 Sep 2012 Page 8

Man herstel masjien sodat sy vrou x-straft kry

'n Elektriesien van Soweto moes self inspring en 'n x-straalmasjien in 'n Johannesburgse private hospitaal aan die gang kry sodat sy vrou na 'n ongeluk ondersoek kon word. Daar is met die vrou en 'n vriendin na die hospitaal gebaas waar x-straalplate eers van die vriendin geneem is. Toe dit sy vrou se beurt was, het die masjien die gees gegee. Die man het aangebied om die fout te soek terwyl die hospitaal op die tegnikus wag. Gelukkig kon by die bedrading regstel en die masjien herstel, het die man die afgelope Woensdag aan dr. Aaron Motsoaledi, minister van gesondheid, gese. Motsoaledi het by 'n geleentheid in Rivonia, Johannesburg, oor Suid-Afrika se swak openbare gesondheidsorg gepraat en erken by wonder soms of by dit kan regruk. In antwoord op die man se klagte het Motsoaledi gese: "Die soort ding moet reggestel word. Dit saai amok in die gesondheidsorgstelsel. In die verlede het ons mense gehad wat opgelei is om hospitale se masjiene te herstel. Nou kos dit agt keer meer om 'n masjien reg te maak omdat hospitale nie meer hul eie tegnici het nie." Die Tshwane-universiteit vir Tegnologie het vanjaar begin om tegnici op te lei, maar intussen word al hoe meer hospitaalpersoneellede gedwing om eiehandig foutiewe toerusting te herstel. Dokters by die Chris Hani-Baragwanath-hospitaal in Johannesburg moes verlede week by die lig van 'n selfoon 'n keisersnee uitvoer toe die krag tydens die operasie onderbreek is en die kragopwekker nie aan die

gang kon kom nie. 'n Maand gelede het die Charlotte Maxeke-hospitaal in die stad erken by moes tot 100 operasies per week kanselleer weens 'n tekort aan toerusting, narkotiseurs en dokters. Kankerpasiente is by die Steve Biko-hospitaal in Pretoria weggewys nadat 'n bestralingsmasjien in Maart gebreek het. In Junie het dokters by die OosKaapse Nelson Mandela-hospitaal hul pasiente aan hul lot oorgelaat toe hulle die strate ingevaar het om te betoog nadat hulle ses maande lank sonder betaling moes werk. Openbare hospitale in Limpopo het in Mei nie meer kos en medisyne gehad nie en dokters moes die hand in eie sak steek om hul pasiente te voed. Gauteng, Limpopo en die OosKaap het die swakste openbare gesondheidsorg, het Motsoaledi gese. En al drie die provinsies het een ding gemeen: "n tendersorgstelsel". Tendersorg verwys na 'n stelsel waar provinsies tenders uitreik vir onnodige goed, het Motsoaledi gese. Maar die besteding beteken die begroting vir toerusting en medisyne word uitgeput en kan lei tot die ineenstorting van gesondheidsorg in sommige hospitale en klinieke. 'n Operasie word by selfoonlig voltooi in die Chris Hani-Baragwanath-hospitaal.

SUNDAY SUN, Sun Buzz 16 Sep 2012 Page 15

,The snaps of things to some for Puleng

PERSEVERANCE does pay off in the end! This is what Puleng Ramoana has witnessed during her acting career. The 27-year-old from Bloemfontein is the lead actress in etv's popular drama series, eKasi Stories. Puleng plays Banyana in tomorrow's episode of My Brother's Plan. Her brother, Ntsimbi, is portrayed by Thulane Mahlaba. Banyana's world is rocked when her mum dies while she is in matric. Now it's up to her brother to keep the fires burning. Puleng told Sunday Sun: "This is a typical story that happens in the township today, where elder siblings are expected to take care of their younger siblings when parents die." She added that she is blessed to be living her dream now. But her family has not always been supportive of her career choice, mostly because they are academics. "It's my elder sister, Lebohang, who encouraged me to pursue acting after matric and I'm happy she saw potential in me," said Puleng. She added that she is also a dancer and works mostly in theatre. Her face has been seen on most soapies like iNkaba, Generations and Scandal and she had cameo roles in Intersexions. Puleng also does some adverts and is a dance teacher. She holds a diploma in musical theatre from the Tshwane University of Technology. "Recently, I landed a theatre role for a play that will premiere early next year at the Market Theatre. And I'm busy learning how to do skateboarding because I'll be playing a character that knows how to do that," she said. "My wish is to get the arts up and going in the Free State. It's sad that we have resources, but we are not utilising them." My Brother's Plan airs tomorrow on e-tv at 9pm.

SUNDAY WORLD, World of Business 16 Sep 2012 Page 24

BUSI Legodi has been appointed as Pretoria Portland Cement's (PPC) first black general manager to oversee operations at its Jupiter plant in Germiston. Legodi has been with the company for 17 years, having started out at the Hercules plant in Pretoria as a laboratory assistant. She has since held positions in several divisions, ranging from chemical to quality control and packaging logistics. Prior to her recent appointment, Legodi was the production manager at the Hercules plant. As GM, her responsibilities will encompass planning, leading, organising and controlling all the activities of the cement factory, to ensure that cash flow return on investments is optimised. Legodi is a shining example of what can be achieved with hard work. She says: "I feel privileged and honoured to be offered the responsibilities by the PPC leadership. Their confidence in my ability means a great deal to me." Born in Wallmanstal outside Pretoria, Legodi and her family moved to Soshanguve in the early 1980s where she completed her B Tech in chemistry at the Tshwane University of Technology. According to Legodi, the South African cement manufacturing sector is currently under pressure due to the decline in government infrastructure spending. "Due to increased competition, customers are more demanding and have more choices. Even with all the challenges we are facing as a company, there will always be a need for infrastructure development in South Africa and demand for our products. This will bolster the cement manufacturing sector in South Africa for another decade. "The demand for cement currently lies in building power stations, roads and low-cost housing. The South African cement market has also been negatively affected due to the under-utilised plant that contributed to the increase in production costs. "We also need to ensure that we are cost-efficient in the way we operate our units, while utilising our competitive advantage of focusing on the best quality cement," she says. Legodi believes that by surrounding herself with a team of committed and motivated individuals, PPC will be able to continue pushing the envelope and remain a recognised leader in the construction industry. An explorer at heart, Legodi has always been fascinated by the cement-making process. Now she plans to support the overall PPC strategy by building and maintaining long-term business relationships with suppliers, stakeholders and consumers. Another platform where women at PPC can share ideas, inspire and learn is at its Women's Forum, launched last year. It is sponsored by CEO Paul Stuiver and championed by CFO Tryphosa Ramano. The forum provides a platform for women in the workplace to voice issues that affect them. "The aim of the PPC Women's Forum is to empower women to achieve success and provide a professional support group for our female employees. As part of PPC's business strategy, we encourage and provide influential leadership towards diversity in the organisation," says Ramano. The forum aims to represent a change agent in the company when it comes to attracting, nurturing and advancing women's talent to lead PPC. It is a platform where creativity and innovation is encouraged.

Student shot near campus

A TUT student was shot during a robbery while walking from the train station next to the campus on Friday, once again highlighting security issues in and around the students' residence of the university's main campus. Students claim that the residence at the TUT campus had become unsafe for them because there was no fencing around the driveway that leads to the outside of the campus, close to the Orion residence. On Friday a student from TUT was shot near the train station next to the campus. The student and his friends were walking from the station when two men approached them. According to Nagesh Chetty, chairperson of the South African Civics Association, five students were walking from the station to the residence. Two were walking in front of the other three students. Two men approached the students, pulled out a gun and demanded that the students give them their possessions. When one student resisted, he was shot in his left leg. Both attackers grabbed what they could and fled the scene. From the statements that the police and civics got from the students, the two attackers were heavily built and very dark. According to Sergeant Janie Swart, spokesperson of the Pretoria West police, no suspects have been arrested, but a case of attempted murder and robbery is being investigated. The injured student was rushed to the Steve Biko Academic hospital in a bakkie because he was losing too much blood. "The bullet went through the boy's leg and was found in the driveway close to the Orion residence," Chetty told Rekord. Chetty added that from what he had observed at the campus, there were several gaps in the fence around the campus, especially on the side where the graveyard is situated. According TUT spokesperson Willa de Ruyter, they were aware of the shooting at the campus and were looking into the matter. "Student safety is our priority and additional safety measures will be put in place at the campus," De Ruyter assured. According to Chetty, there was more to the issue than just a student being shot near the railway. Chetty alleges that a gang of thugs was using the train station as a hub from where they commit a range of crimes. "Their operating routes are between the TUT campus, the train station, Pretoria North, Van der Hoff and Vom Hagen roads and Belle Ombre," Chetty explained. It is alleged that these thugs rob and assault people who use these routes.

PRETORIA NEWS WEEKEND 15 Sep 2012 Page 3

City's sun chariot ready for big challenge

FIRE of the Dawn, the Tshwane University of Technology's (TUT) awe inspiring solar driven vehicle, is ready to tackle the 5 300km Sasol Solar Challenge which takes to SA's roads next week. TUT's engineering faculty will be one of eight South African and four international teams competing in the gruelling two-week challenge. It will take the teams on a journey around the country through different terrains in cars that have been conceptualised and designed entirely by the teams participating. The

challenge also serves as a practical application of maths, science and technology, exposing pupils and students to the opportunities of a career in this field. Your View... Comment on this report. SMS the word SOLAR followed by your views and your name to 45496. Each SMS costs R1. Free SMSes do not apply. The Pretoria News reserves the right to edit or omit SMSes. T&C's apply. It also encourages a knowledge transfer from international participants. It was a mad scramble for TUT to get the vehicle ready in time as they only had two weeks. Introducing it at the official launch yesterday, Dr Graham Sparey-Taylor, an international specialist in solar vehicles, who is visiting TUT from Wales, said Fire of the Dawn cost R150 000 to build, which makes it one of the cheapest solar vehicles compared to other such vehicles which can cost up to R2.5 million. Sparey-Taylor and TUT's Robert Inglis were the brains behind the dream of building the solar vehicle. It was built in two weeks by 40 people. The vehicle is 4m in length, 1.8m wide and has 340 solar cells. It can handle any type of weather and reaches a speed of up to 160km/h. "It's an absolute pleasure to come over and do this. I'm stoked to be here, every individual team member has put in 110 percent," said Sparey-Taylor. The solar driven vehicle will have a final test at Zwartkops Race Track on Monday before the 21-member team, which includes drivers and technical support staff, takes to the road for the challenge. One of the team members, Mulalo "Nemo" Maraganedzha, 22, is proud to be one of the team's five drivers. "It's a great experience, my first time (in the race) and it's an opportunity so I grabbed it," she said. She has only driven the vehicle at 60km/h but is not nervous behind the wheel. Asked how the team would do, Sparey-Taylor said: "We have already won by finishing this, it's not about winning it's about the attitude of learning." She is keen to build links between the two countries and their universities around exciting challenges typical of the solar challenge.

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Talk @ 9

781000 RAMS

18 Sep 2012 2012/09/18 10:05:30 PM

Middle class and the poor - Continue

A discussion on whether middle class South Africans care enough about the plight of those who are worse off than themselves.

(Int:) Dr Blade Nzimande - Leader: SACP

Mentions: eTolling, Auditor General, ANC, TB, HIV, Cosatu, UJ, TUT, National Student Financial Aid Scheme, Tax, Chris Hani, Nelson Mandela, Oliver Tambo, Lonmin

OPEN LINES

(Dur 00:26:11)

A.V.E. = 39693.93

Talk Radio 702 (English) - High
The John Robbie Show

685000 RAMS

14 Sep 2012 2012/09/14 07:40:00 AM

Open lines session

Open lines session with John Robbie.

Mention: TUT

(Dur 00:03:56)
A.V.E. = 68054.53

YFM (English) - Medium
News Extra @ 06:00

1432000 RAMS
14 Sep 2012 2012/09/14 06:00:00 AM

Solar car project

The TUT Faculty of Engineering launched a solar driven car, The Fire of the Dawn which will participate in the Sasol Challenge on 15 to 28 September.

(Int:) Bob Bond - Facilitator : TUT

(Dur 00:00:59)

A.V.E. = 9243.33

Munghana Lonene (Xitsonga) - Medium
News @ 21:00

1214000 RAMS
12 Sep 2012 2012/09/12 09:00:00 PM

TUT research on students preparation for tertiary life

Research conducted by the Tshwane University of Technology has found that higher education institutions are faced with the challenge of dealing with students who are not adequately prepared for tertiary life.

(Int:) Dr Jack Maitsapata - President: Southern African Association for Counselling and Development in Higher Education

(Dur 00:01:08)

A.V.E. = 408.00

Lesedi FM (Sesotho) - Medium
Makumane

3597000 RAMS
14 Sep 2012 2012/09/14 06:05:00 AM

Spotlight on sms/text language

Institutions of higher learning face a plethora of challenges including lack of writing skills from students. This is according to research done by the Tshwane University of Technology partly attributed to the so called sms/text language. Language used to write on social networks like Twitter and Facebook has also been blamed for the lack of writing skills among students.

(Int:) Tshidiso Masolane - Language expert

(Int:) Margaret - Journalism Lecturer: UFS

(Int:) Bongki Mokayane - Communication Science Lecturer: VUT

Mentions: CUT

(Dur 00:08:49)

A.V.E. = 110032.00
