

Cape to Cairo

An African Odyssey

September 2011

The September 2011 Cape to Cairo is open to cars, motor cycles and any other interesting vehicle or airplane built before the 31st December 1972.

The adventure is a touring trip the length of Africa starting in Cape Town and ending in Cairo. This adventure is a bit different to other events in that whilst we will be staying in decent establishments where possible, we will also be camping some of the way. You will not find any expensive brochures and advertisements for the adventure in an effort to keep costs down. There will also be no accompanying medics or mechanics. Road books are simple maps and you will need to find your own way at times. It is an adventure from which many a dinner party story will evolve.

Although an adventure, every care will be taken to provide you with the best sites which are only available up the East side of Africa and certain sections towards the Centre and North. South Africa, Namibia, Botswana Zimbabwe, Zambia, Tanzania, Zanzibar, Kenya, Ethiopia, the Sudan and Egypt are the countries we will travel through and it is only in these countries that some of the best treasures of Africa exist. The route is at present the best possible between Cape Town and Cairo.

The organiser, Roger Pearce of Classic Car Events, is based in South Africa and has done this trip in an MG, a Mini and a Rolls Royce. Roger has completed several successful trips from South Africa to Nairobi and back, mostly in a MK10 Jaguar, and has competed in various of London to Sydney and London to Mexico events.

The adventure will start in Cape Town on the 4th of September 2011, heading up the west coast towards Namibia. The route continues into Namibia via the Fish River Canyon and north to the Etosha Game Reserve where we will spend a day. Leaving Etosha we head east across the infamous Caprivi Strip to Victoria Falls where we will spend a night at the old Victoria Falls Hotel. From the Falls we head further east into Zimbabwe to take an overnight ferry traversing the length of Lake Kariba.

Disembarking from Kariba we cross into Zambia where we have a couple of interesting overnights and have a chance to make repairs in Lusaka if necessary. Further north, on the Great-North Road through Zambia to Tanzania, we will pass

Shiwa Ngandu where, strangely, the clock tower from the original Brooklands race track in the UK still survives.

In Tanzania we spend a night on a coffee plantation and then head down the escarpment through the Mikumi National Game Park to Dar es Salaam. From Dar we fly to Zanzibar for some R&R. From here we head north to the Ngorongoro Crater in the Masai Mara before ending up in Nairobi. We will take a couple of days off in Nairobi to refresh mind, body and vehicles and also to attend Africa's biggest Vintage, Veteran and Classic car and bike show which has to be seen to be believed.

From Nairobi we head north again across the Equator for our last stop under Western norms, as they are known. The road from Isiolo to Moyale has many descriptions but the most common is the "Road from Hell". Rocks, wash away, corrugations, bandits, corrupt officials, you name it, it has it. We will spend two days travelling the five hundred kilometres across. Unfortunately, this section is being repaired and tarred by the Chinese government and some of the adventure may be gone when we get there. There is no available accommodation along this section and it is definitely self catering. If the road is passable, we will visit a volcano site near the overnight stop at Marsabit.

Into Ethiopia we go, all being well, and we travel a fairly good road to Addis Ababa. Depending on the Sudanese visa situation we may spend up to three nights in Addis. An alternate side excursion with flights to Lalibela to see the ancient churches is planned. Addis is a fascinating city with lots to see and do.

North again from Addis we cross the Nile for the first time and end up at Bahir Dar where we visit the Blue Nile Falls. From here it is a short run to Gonder, again another interesting Ethiopian town. It is also the last spot for an ice cold beer for the next week or so.

Out of Gonder it is a spectacular drive over the escarpment and down to the Sudanese border. The border crossing into the Sudan is reasonable but from here on get used to continuous security stops with one overnight before we reach Khartoum. In Khartoum various permits have to be arranged before we can continue but there is plenty to see, particularly in the old town.

From Khartoum we head north into the Nubian Desert where we spend two to three days travelling the last six hundred kilometres along the Nile to the last stop in the Sudan, Wadi Halfa. Again, this is another route which is being civilised with tar roads. One of the reasons behind this adventure is to experience one of life's great adventures in africa, before it is possible to drive from one end of Africa to the other on a tar road.

At Wadi Halfa we take a ferry up the Nile to Aswan in Egypt. It is an overnight trip on a two hundred seat ferry carrying too many people and all their baggage, including livestock. The town of Wadi Halfa and the ferry trip is a story on its own. There is talk of the road being extended north to opposite Abu Simbel with a short ferry trip straight across the Nile and then by road up to Aswan. Roger has contacts in both Aswan and Wadi Halfa that keep him up to date with developments in the area. A night or day in Abu Simbel would be quite splendid.

Next we head into Aswan for an ice cold beer after a week of abstinence and another of life's great experiences, negotiating your way you're your car through Egyptian customs. The manner in which officials try to extract money is an art form worth seeing. We spend a couple of days in Aswan with customs, vehicle registration and so on. This leaves time to visit all the archaeological spots around Aswan.

Luxor is our next stop where a visit to the Valley of the Kings is a must and from here we head east across the desert to the Red Sea for a days rest at a top resort. If diving is your interest, now here's your chance. At this point in time travel by foreigners on Egyptian highways is by police convoy along with the local tourist busses. The opening laps of a Grand Prix have nothing on this lot.

If you get into Cairo you have made it and after a days rest there is a final function to celebrate a fantastic adventure and bid one another farewell. You are welcome to take the opportunity to drive towards Spain, France and the UK. You may also opt to ferry across to Italy and on to the UK. failing which, you could ship your vehicle home from Cairo or Alexandria.

Mandatory Requirements to be supplied by the Entrant;

1. Valid passports with six months use left with a minimum of four blank pages.
2. A Carnet du Passage for the vehicles entered.
3. Valid visas for all the countries to be visited.
4. Vehicle registration papers.
5. International drivers licence.
6. International inoculation certificate.
7. Prescription drugs certificate (Doctors letter)
8. Medical repatriation insurance for all entrants and passengers.
9. Certified copies of items one through eight.
10. Fire extinguisher.
11. Tow rope and hooks.
12. Two warning triangles.
13. Country of origin decal on the rear of the car.
14. Adhesive reflectors front (white) and rear (red) of the car.
15. Travelling expenses such as petrol, food and entertainment.

Notes:

1. The vehicle third party certificate required in Africa is a Comesa card. It is a complicated story but this card will be purchased on reaching Kasane in Botswana. The cost of this is not included as it is a specific calculation per vehicle and it must be paid for on receipt. We should be able to do most of the paperwork beforehand. Allow \$200.
2. At various border crossings there is usually a “fee” of some sort, if I can put it that way, to be paid to expedite service. These “fees” are not included in the entry fee. Allow between \$1 and “how clever you can be” at the Egyptian entry and exit. Based on past experience a group of five cars into Egypt cost \$200 as an example. There are various fees along the way such as National Game Park entry fees, toll fees, and regional tribe fees amongst others. It can be irritating but it is the way it is done in Africa.
3. Some countries may charge to process your entry and to process your Carnet du Passage.
4. All accommodation, hotel and camp site bookings are included.
5. Side trips to Zanzibar and parts of Ethiopia are included.
6. Ferry crossings into Egypt and across Lake Kariba are included.
7. The shipping of vehicles and participants to and from the event is **not** included in the entry fee although advice can be provided regarding shipping into South Africa and leaving Egypt or Europe.
8. Meals, where possible, are included and you will be advised as to where you will have to cater for yourself. Most camping spots have restaurants nearby.
9. Africa is dangerous malarial territory and you are advised to take precautions.
10. You will encounter wild animals. They are not tame.
11. The event will not wait for you under any circumstances such as major mechanical breakdown, paperwork problems or illness, however, full assistance will be provided as far as possible. Booking ahead in Africa is a nightmare and it is a delicate exercise keeping ahead of this.
12. The Sudanese Visa can be a problem especially if you apply in Ethiopia. Normally they won't supply the visa outside of the three weeks preceding your arrival in the Sudan. We have allowed four days in Addis to obtain visas if necessary.
13. The US dollar is the generally accepted currency in Africa although at times it is not welcome in the Sudan. The South African Rand is good as far north as Kenya and the GBP is accepted in most places.
14. Credit cards are not reliable forms of transaction, in large cities maybe but in most places, no.
15. Traveller's cheques are a waste of time.
16. Petrol is ONLY in cash and in the local currency.

- 17.Despite what is said and written, you can obtain a reasonable exchange rate from money changers at border crossings, subject to a watchful eye. Beware that some border officials frown on the practice.
- 18.The second most important currency in Africa is patience.
- 19.Anticipate what you require in local currency when you arrive in a country and display that amount of forex only when exchanging.
- 20.Keep it locked. Pick pocketing is rife.
21. Whilst every care has been taken in planning the route this may change at any point in time due to circumstances beyond the control of Classic Car Events.
22. Accommodation schedules and venues may change.

Bookings and Payment:

The official currency for the event is the United States Dollar and the entry fee is US\$12 950.00 per motorcar or vehicles of a similar size and two people. The entry fee for a single motorcyclist and motorcycle is US \$11 500.00. Two motorcycle entries with two people is US \$12 950.

Bookings will be taken on a first come basis and is limited to 12 motor car or similar vehicles and 12 motorcycle entries only. There is a booking fee of \$1 000.00 to be included with your entry. The balance of \$11 950.00 is due before the end of April 2011.

The booking fee is not refundable once an entry has been accepted.

The balance is not refundable after the 1st May 2011.

Entry fees are subject to currency fluctuations as at the end of April 2011 where most accommodation will be prepaid.

Banking Details:

Classic Car Events

First National Bank

Randburg

South Africa

Swift Code: FIRNZAJJ

Branch Code: 254-005

Account Number: 62015502075

Contact Details:

Roger Pearce

+27 11 789 7127 office

+27 11 789 7135 fax

+27 82 897 0771 mobile

roger@afriod.co.za

www.afriod.co.za