

## **Our 70 day trip through Namibia, Zambia, Malawi and Tanzania 29 May to 6 Aug 2011**

### **Part 3-Final**

#### **Day 46, 13 July 2011**

Kudu Camp to Simba Camp, Ngorongoro Conservation area, S3.22901 E35.49055, 113 km, Accommodation: 1 x \$30pppn = \$60, Park fees: \$50pppn+veh\$40pn+\$200pv crater entrance = \$340 for 24hrs We left Kudu camp at 8h00 and arrived at the Lodoare gate, Ngorongoro Conservation area at 8h30, decided to wait for 10h00 before we enter so we can be out on our return before 10h00 and not earlier as you pay per 24h00. But we had it all wrong....will explain later...

The road to the crater is narrow with a negative camber and very misty and you have to watch out for the trucks coming from the front.

You have to take a guide with you when you go down the crater but we had no place for anyone to sit. The guy at the entrance to the crater was not a happy chappy but in the end and with a long speech he let us drive down. I suppose you have to go down the crater once in your life, but at a price of \$100 per person I will not do it again.

But if you have not been down to the crater you cannot just drive pass....you will have to go down otherwise you will never know for yourself....

We saw plenty animals but I think I was rather disappointed, I am not sure what I was expecting and Philna said that the animals were a lot less than her previous visits ( 4 to be precise and not going back after her 5<sup>th</sup> visit). That night we stayed at the new section of Simba camp, the old section is for the overlanders with all their small tents, but this section is for the self-drive visitor and you can park on the grass as opposed to the old section where the trucks are not allowed on the grass.

It was cold.....very cold..and the new ablution block had no warm water....too many visitors. We sat around the fire with some people we met.

The entrance at Lodoare Gate



White Bearded Wildebeest



Inside the Crater



Wildebeest





Simba Camp





### Day 47-49, 14-16 July 2011

Ngorongoro to Ngiri camp, Serengeti Nat Park via Naabi hill gate, S2.41858 E34.85776, 312 km, Accommodation: 3 x \$30pppn = \$180,

Park fees: \$50pppn+veh\$40pn= \$420

Everything was wet the next morning but we had to leave early for the Serengeti gate. The first part of the road was very misty and slow going with one eye in front and one eye in the rear-view mirror.....these game viewing vehicles and overlanding trucks drive like a bat out of hell!

And of course the road was bad...it seems the more you pay the less they want to spend on road maintenance.

On the way to the gate we turned off to visit the Oldupai Museum. Then back to that terrible road again!! I was thinking....this road I do not want to do in my own vehicle...and then I realized I was driving someone else's car.. ☺...but jokes aside, I was really hurting for the Prado as everything was rattling and shaking....but surprisingly it felt not that bad inside the vehicle. Arriving at the Naabi Hill gate we enquired about the 24hours tariff and decided to wait until 12h00 before we go in, so that when we leave again we have enough time to get from the camp to the Naabi Hill Gate before 12h00. However what we did not realize, and they did not tell us either, is that you have to pay again when you go back to drive through the Ngorongoro Conservancy! So when we left the Serengeti we had to pay another \$140 just to get to the Lodoare gate!

We booked camp for 3 nights at Ngiri camp, but they were not happy that we paid with dollars, they prefer credit cards.....

When we entered at the gate I could hear that the exhaust of the Prado did not sound so well, and it became a lot more noisier. One of the guys at the gate told us about a pride of 26 lions and following his directions we found them. We also saw a cheetah on the way there.

The exhaust was now a big concern for me because if it breaks out there then we will have big problems. We could cope with a hole in the silencer but this sounded like the exhaust itself was broken as I could also hear some banging noise on the body.

Our camp was in the Seronera area and we now travelled at about 30km/h on this terrible corrugated road. At the fuel station we enquired about a place to help us with the exhaust and we were told to go to the workshop just a few hundred meters from the fuel station. They however could not help us as they were only allowed to work on Government vehicles....the whole place was full of Landrovers....

They gave us directions to a private workshop and after driving around for about an hour we eventually found this rudimentary workshop. Just incase anybody else ever needs a workshop in the Serengeti, it is at S2.43497 E34.85610 and is now on T4A. I drove the Prado onto the ramp and we found that 2 of the exhaust rubbers were torn and that resulted in the exhaust system hitting the chassis over that terribly corrugated road and thus braking off at the place where 2 of the cats were removed. What we found out later on our return to Cape Town from Roddy at Powerflow was that the previous owner must have removed 2 of the 4 cats in the system and then also substituted the Prado's exhaust and silencer for an inferior system. The 2 cats were replaced by a "coil type" fitting with heavy duty mesh around it, and this mesh was now disintegrating and had to be welded again.

We spoke to the people there and it was agreed that we would return the next morning to see what can be done.

We then set off to our camp at Ngiri, which was quite nice and no overlanders. The shower has no hot water but in that heat hot water was not needed at all. We met some people from Durbanville who we had met before at the Old Farmhouse.

On opening the rooftop tent we found that some of the bolts had come loose and the tent was sitting skew on the roof of the Prado. We fixed it but it soon became a running job as we had to tighten the screws quite a few times more on the trip.

We had a nice braai whilst listening to the sounds of the Serengeti....but the loudest sound was coming from the overlanders at Nyani camp, a few hundred meters from us! Just a word of warning, don't book at Nyani camp....the celebrations carry on until the early hours...every night.

The next morning we drove to the workshop, which is actually only about 2km from our camp. The Prado was parked on the ramp and the exhaust was removed from the car.

There was a lot of deliberation going on as to what has to happen and unfortunately we did not speak the language so could not follow but some of the bystanders were able to tell us what the "chief mechanic" will do next. These guys were quite capable but you could not just let them carry on on their own.....

The welding was done with "binddraad" and no goggles...

In between this a few vehicles arrived with problems and all had to be fixed at once....our job thus took nearly the whole day. When the welding was done, some of the guys had to fit the exhaust back on the car whilst our chief mechanic took his knife and began cutting away on an old tractor tyre! He had to improvise for the 2 broken exhaust rubbers.....and cutting that tyre with a knife was no easy job.

At last the exhaust was back on the vehicle, there were big smiles all around.....Philna had to fork out 120 000 TS, about R570.

Actually the money was all wasted because when we got home she had to replace the whole system with a better and more efficient one.....but at least we could now drive home again.....

We went back to the camp, had a good shower and a few drinks. We had 2 days left in which we had to do maximum driving and animal spotting.....

The next morning we were up early. We drove mostly the south-western part and saw many birds and animals, even a few lion at a kill that happened earlier. We tried to follow the game viewing vehicles, but they had the height advantage so it did not help us at all. Saw quite a lot of elephant as well as buffalo but we did not see the migration as the animals had already left for Kenya.

We still drove around quite a lot and enjoyed the real beauty of the park, but unfortunately we could only visit a small part of the Serengeti.

Now the rear silencer box was banging against the body and I found that if I moved the one home-made rubber mounting to the front I could get better clearance for the box. The big problem was that they could not get the

exhaust back in exactly the same shape that it was and seeing that they had no benders and real good tools they had to make the best of it.  
At least we were still mobile.....

Superb Starling



Ngiri Camp



Northern White-Crowned Shrike



Magpie-longtailed Shrike



The workshop



The exhaust



The mechanic doing his job...



The rubbers that broke ...and the new “home-made” replacements



Martial Eagle



Nice meal...



Marabou stork



Buffalo



Nyamera Topi



## **Day 50-51, 17-18 July 2011**

Serengeti to Kudu camp, S3.34903 E35.66922, 171 km, Accommodation at

Kudu camp:  $2 \times \$10\text{pppn} = \$40$ , Parkfees to drive through Ngorongoro

conservancy:  $\$50\text{pppn} + \text{veh } \$40 = \$140$

Today was turnaround time....and we had to be out the Naabi gate at 12h00 and within the first few kilos the loud banging of the exhaust onto the back bumper was back...;-(

I had to find a suitable spot to get under the Prado whilst Philna kept a lookout for any wild animals...

I could pull the exhaust up with a piece of wire and we were on our way again on this terribly corrugated road.

At the Naabi Hill gate we were surprised to hear that we had to pay another \$140 just to drive through the Ngorongoro Conservancy!

Did I also tell you about the bad road back to Lodoare gate? Anyway the view was beautiful. Driving down we saw a leopard crossing the road....

We arrived at Kudu camp early and could do some washing. Our decision to shower early was a good one as the overlanders and game viewing vehicles soon arrived and very soon the camp looked like a refugee camp with all the tents.....

We had a very good meal that evening at the lodge restaurant.

Now that we have been to the Serengeti with our own vehicle, we discussed it and came to the conclusion that if we ever want to do this again it would be a much better option to leave the vehicle at Kudu camp and book with one of the overlanders to take us in with a game-viewing truck for a few days.

They know where the animals are and also the fact that you sit a lot higher than in a normal vehicle makes a huge difference.

The exhaust was still knocking against the back bumper and after enquiring at the lodge the next day we took the Prado to Macho Ya Tanzania, Safari and tour operators workshop so they could cut a piece from the bracket of the back bumper.

Purple Grenadier



Kudu Camp with overlanders



## Day 52, 19 July 2011

Kudu Camp to Lake Manyara national park, S3.37215 E35.83938, 122 km,  
Accommodation: 1 x \$30pppn = \$60, Parkfees: \$35pppn + veh \$40 = \$110  
It was raining lightly when we left for Lake Manyara. We bought some more tshirts at the Shirt Shack shop, red bananas at Mto Wo Mbu and also exchanged some more dollars at the Alaqla Bureau de Change, which is open 7am to 7pm, 7days per week (S3.37353 E35.86438)

We decided to stay in the Bandas at Lake Manyara...bed and hot showers!

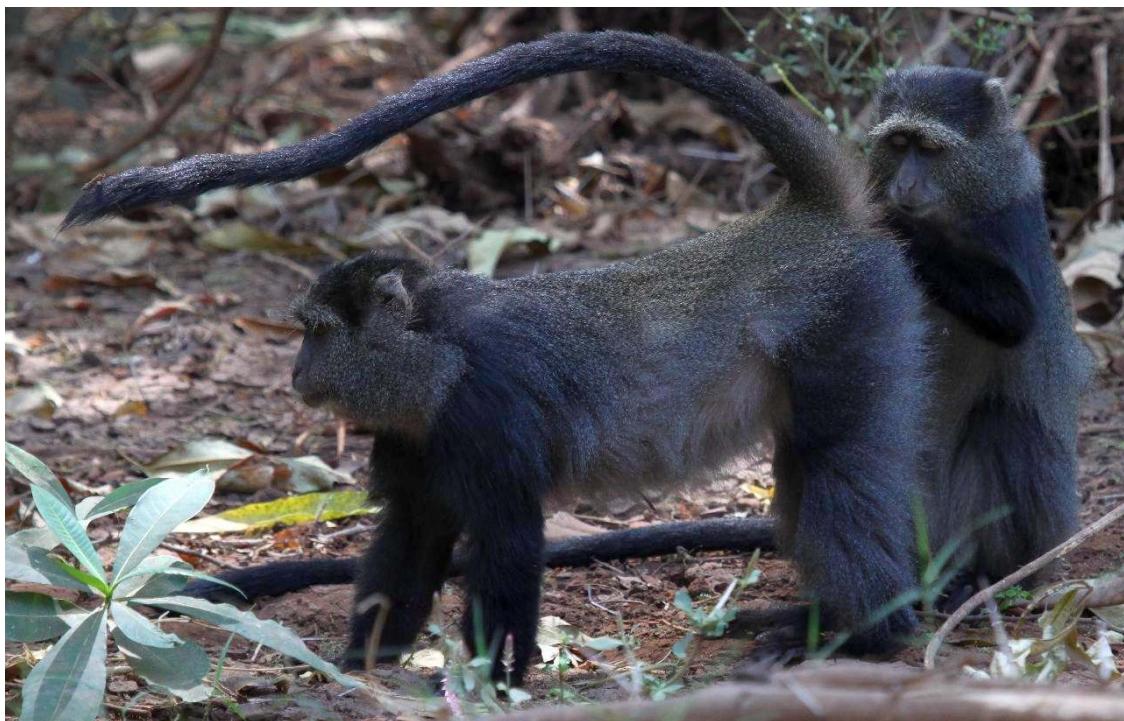
And after seeing the campsite we were so glad we did....

First drove through the park, saw Blue Monkeys, elephants and the White-bearded Gnu, but no lions in trees that the park is famous for.....

The "Hot Springs" was also a let-down....and most of the time we had to keep the windows closed for the tsetse flies...

We both agreed that Lake Manyara will not be on our next list again, rather Tarangire...

Blue Monkey



Emerald-Spotted Wood-Dove



The Bandas, Lake Manyara



## Day 53, 20 July 2011

Lake Manyara to Pangani campsite, Same, S4.61651 E38.00569, 397 km,

Accommodation: 1 x \$5pppn = \$10

The exhaust was still bothering us, banging away at the body at regular intervals. We stopped at the Cultural Heritage Craft Market at Arusha and when we came out I saw a guy getting out of a CEY Cruiser and enquired from him about a garage that will be able to fix the problem on the Prado. Luckily for us he (Ian Haynes) was the Director, Finance & Business of a few companies of which one was "Tanzania Game Tracker Safaris", they had a workshop and we were told to follow him to the workshop in order for his staff to see to the problem...

Except for my attempts to do temporary repairs, this was now the 3<sup>rd</sup> attempt by a "workshop" to fix the problem in order for us to continue on our trip back home.

The workshop manager had a look under the Prado and decided that the "home-made" tractor tyre rubber mountings were putting the exhaust under a strain and that we had to get the original Toyota rubbers. So off I went with a guide to get the OEM parts, which by the way was quite different from the "originals" that was torn from the bad road.

Quite an experience to drive in Arusha, but then again when in Rome....

The correct rubbers were fitted and we only had to pay for the parts.

Full of hope we left for Pangani Campsite, a very nice elementary camp on the Pangani river. The donkey was fired up and we had a very good shower. The ablutions are very basic but clean, no electricity or drinking water but a recommended stop-over.

Saw some Galago moholi (Nagapies) in the trees and grey-headed kingfisher.

## Pangani Campsite



### Days 54-55, 21-22 July 2011

Pangani campsite to Tan Swiss lodge outside Mikumi Nat Park, S7.39649 E37.00181, 475 km, Accommodation: Camp:1x \$5pppn = \$10+ 1Room \$50 B&B = \$60

Somebody we met on the trip had told us about the Tan Swiss lodge and that was our aim for the next 2 nights. Just north of Tan Swiss is the Mikumi National park which could really be worth a visit next time.

Ngorongoro conservancy please take note....no charge to drive through this national park!!

The speed through Mikumi is 70km/h but not many people adhere to that. We had already seen many wrecks on the roads but here we saw an accident happening in front of our eyes. A bus was coming from the front and a small bus with about 20 passengers that looked like schoolchildren overtook it, ran off the road, plowed through the bush and straight into a tree...just saw people flying from the bus as we came to a stop. The driver of the bus that was in front just drove on.

Luckily a game viewing vehicle also stopped and started attending to the people. We said that we will give the news of the accident through at Tan Swiss which was about 5km away.

At Tan Swiss the staff was not very worried to report the accident and we were very disappointed with their attitude but to them it was like an everyday happening. The previous day a bus had an accident at same spot and had burnt out. They could not care less.....

Well the camp looked really nice and we decided to camp one day and then spend one day in a room....\$50 for both of us for Bed and Breakfast was not bad at all....

First thing was to test their bar..and yes the beer was nice and cold....

The camp ablutions are good, no electricity or drinking water. We also met a couple from Bredasdorp as well as Karin and Jan who were now 28months on the road .....check this...wow... [http://www.karin-und-jan.ch/English/Fotos\\_new.html](http://www.karin-und-jan.ch/English/Fotos_new.html)

We hear about a workshop in Mbeya that is run by Swiss people and decided that when we get there the Prado will have to be checked again.....

Two very relaxing days were spent at the Tan Swiss lodge and can be recommended.

Tan Swiss camping



### **Day 56, 23 July 2011**

Tan Swiss lodge to Old Farm house, Kisolanza farm, S8.14577 E35.41225, 235 km, Accommodation: 1 x \$5pppn = \$10

We had stayed at Old Farm house on our way up so decided we will stay there again. Definitely a camp to be recommended, no elect but good ablutions, bar and very good restaurant as well as lodging. Meat can also be bought here.

The road south towards Iringa is very good, but south of Iringa to Mbeya is terrible.

### **Day 57, 24 July 2011**

Old Farm house to Utengule lodge, Mbeya, S8.88495 E33.32034, 297 km, Accommodation: 1 x room \$125 B&B

This time we decided to stay in a room and not camp as we wanted to get to the workshop early the next morning. This lodge really has a beautiful setting, with very good bar, restaurant and swimming pool.

Utengule Lodge



Utengule Sunset



A Cruiser that is not so heavy on fuel....



## Day 58, 25 July 2011

Leaving Tanz at Tunduma for Kings Highway restcamp, Kalungu, S9.68125 E32.71402, 152 km, Accommodation: 1 x \$10pppn = \$20

We were at the Kaibuni Mission Garage (S8.93766 E33.35805) early, staff was still at prayer meeting. I had spoken to Christopher, the supervisor the day before so he was ready for us. The Prado was parked on the ramp and decided to change the route of the exhaust at the back a bit by adding a new bracket. The silencer at the back was now a bit lower but will not hit against any bodypart anymore.

Then Christopher discovered that the back shock was leaking! Philna did not want to buy a new one now as she will be getting a complete new set at home. So now we were restricted to mostly tar roads only! Our Tanganyika and Kasanka NP as well as Lower Zambezi NP(flooded going north beginning of trip) part of the trip was now cancelled....but there is always a next time... This 4<sup>th</sup> repair job cost only TS 24 000 and luckily it was the last repair job done...and all would be wasted at the end because the Prado had to get a complete new exhaust system...

At some shops nearby I bought some Kilimanjaro premium lager to take home, and we were off to the Tunduma border post....not your daily walk in the park...

As we were nearing the border post you could just see trucks ....and more trucks....how these people ever get through I will not know. I decided to drive past the trucks, not knowing if this was allowed.

We came nearer to what we thought could be the actual border post but you could see no signs of where to go, hundreds of vehicles going nowhere slowly...until suddenly a guy jumped in front of us wanting to change money and showing us where to drive. We decided he will be our "runner" but that we will go with him everywhere and we would keep the papers with us.

If you have not been through this border post yet then there is no other way to do this, there is no way to know where to go!

At least Philna warned me before the time.

This guy took us to the Exit (west), had our passports stamped, then an office east to show the carne to someone who then had to come outside and inspect the vehicle. The carne then had to be taken to another office to be stamped, then to another office to have the insurance stamped. In all this we had to move the Prado twice and once we could only get parking halfway up the stoep of an office.

Then to a gate where they had to check all the papers again, and then the last item was paying the council levy....do not forget this, they check it quite often!

We gave the "runner" R150 to share between him and the car guard. South of the borderpost we were amazed to find that for a few kilometers hundreds of trucks parked along both sides of the road. Why were they parked here and when will they ever get through we thought....

Somebody told us that they open the border for trucks for 6 hours to go north and then the following 6 hours trucks can only go south again but we could not verify this.

Now we have left the famous speedhumps behind but we were back in Zambia on the potholed Great North Road...and soon we were stopped by police to check the council levy....then we proceed south again.

Just outside Kalungu we turned east for the Kings Highway restcamp. The first white face I saw came forward and said: "Hello oom Deon hoe gaan dit?" Hell I thought, am I now famous in Zambia or what? It turned out that they used to stay in Vanderkloof whilst we were there in the 80's...but he was a little schoolboy then, now he was with the Foundation for Cross Cultural Education and doing missionary work here.

Something must be up with this Kings Highway rest camps as in our 2<sup>nd</sup> night of our trip I met a niece of mine at the Kings Highway camp outside Okahandja!

We set up camp next to a nice braai, ordered some wood and took out some beers and savanna from the fridge.....there was no bar here... ☹

The ablutions must have been built by someone that knows exactly what we as travelers want...spacious with all the stuff we need...5star!

There are bungalows as well and next to our site we had a kitchen with filtered drinking water.

This camp is definitely to be recommended.

We had a nice braai and chatted to my friends.

Kings Highway Restcamp



### Days 59-60, 26-27 July 2011

Kalungu to Kapishya hot springs, east at Kakolontekwe, S11.16939 E31.60056, 269 km, Accommodation: 2 x \$10pppn = \$40, No charge to drive through Reserve!!

Now we are back with terrible potholes again, sometimes you drive on the shoulder of the road. And many fallen trucks next to the road, at one place we even found 2 fuel tankers lying next to the road, one on each side of the road.

At Kakolontekwe we turned west on a good gravel road. Then we enter the Ishibo Ng'Andu Nature reserve.....and no charge to drive through the reserve!

We took time to explore a few of the roads in the reserve and also next to the Lake Ng'Andu.

We also passed the entrance to the Shiwa Ng'andu Africa House but did not go in.

Kapishya Hot Springs is a real jewel! Nice grassy camp next to the fast flowing Mansa river...unfortunately also with crocodiles...

Good ablutions, always hot water, no electricity, excellent hot spring, bar, restaurant and fancy lodging and plenty bird life....

We spent a leisurely 2 days here, just relaxing in the hot spring or photographing birds...even got one of a ringed Robin Chat, my second ringed bird that I have photographed.

For 2 days, as in previous cases on this trip, the solar panel kept both fridges going and we could enjoy cold beer or whatever....thanx to the electrical work done by Jos Hartog.

This camp is also to be recommended.

The hot springs



The camp



White-browed Robin-chat...note the ring on right leg



Ross's Turaco



Palm-nut Vulture



**Day 61, 28 July 2011**

Kapishya Hot springs to Forest Inn camping, Kasokota, S13.72225

E29.15682, 488 km, Accommodation: 1 x Zkw 30 000pppn = Zkw 60 000

Back onto the T2 and we found that the potholes are being filled with gravel and repaired, but the question is how long it will last. At least from Mukondo to Lusaka in the south the tar road is in excellent condition!

At Mpika we changed \$ at the Zenaco Bank and it was interesting how everybody standing in the queue were very quiet. When one guy started to talk a bit loud, he got a very angry stare from the cashier and he quickly quieted down...

We bought some supplies at GM trading, a small shop with about 80% of the goods in the shop made in South Africa!...all our brand names....

The camp at Forest inn is under beautiful trees, good ablutions, electricity at the lapa next to us, bar, restaurant and lodging. A good overnight stop. I really hope that the next report on this road from here to the north will confirm that there are no more potholes....

Junction on Great North Road to South Luangwa Nat Park I would love to enter SLNP from here.



Great North Road!



Forest Inn camping



## Day 62, 29 July 2011

Forest Inn to Fringilla farm campsite, S15.00434 E28.15863, 214 km,

Accommodation: 1 x Zkw 25 000pppn = Zkw 50 000

After a vey nice breakfast we continued south. The road is in good condition except for a few speed humps.....

About 12km before Fringilla we saw the sign: Boerewors, so we stopped at the Farmstall where we met Sarah from Namaqualand, who has been here in Zambia for 30 years now but she and her family still speaks Afrikaans to each other. Do buy from her pies as well, very nice!

At Fringilla farm a nursery school was visiting and they were quite excited to see all the animals.

The camping site is fully grassed, very good ablutions, electricity, drinking water, restaurant,lodging and bar....and it was time for Mosi again..

The owner and his son came over to say hello and he told us that Zambia had about 70 languages, but at school they speak English so that they all can understand each other.....

Many sunbirds and other in the trees, Fringilla can be recommended.

They also have a butchery where meat can be bought, as well as a clinic and post office.

Fringilla Farm campsite



Schoolchildren on an outing to the farm



### **Days 63-64, 30-31 July 2011**

Fringilla Farm via Lusaka to Waterfront lodge, Livingstone, S17.88711

E25.84479, 568 km, Accommodation:

Camp1x \$10pppn=\$20 +1Room\$170B&B = \$190

Today it was south through Lusaka which I again found not that congested like we were led to believe....maybe we were just lucky....

South of Lusaka we again found that permanent speed trap(S15.54325

E28.26439) fully manned with camera..watch out!

We turned south-west at Turnpike towards Mazabuka.

56km North of Mazabuka there is a sign to Munali Hills historic site, a stone cairn 1km along the Munali Pass road commemorating Livingstone's passage through the hill pass that separates the Lusaka high plateau from the Kafue Flats.

Mazabuka has a well-stocked Shoprite as well as a Debonairs.

We decided to camp one day and take a bungalow for the next night.

Had to buy a few things in Livingstone and again enjoyed some fish and chips at the local Ocean Basket.

The next day we went to the stalls at the Vic falls to buy a few more presents and that evening we had a good time at the Waterfront Lodge restaurant with some new South African friends we met in the camp.

Chinspot-Batis



## Day 65, 1 Aug 2011

Leaving Zambia at Sesheke to Namwi Island Lodge, Katima, S17.49362 E24.34422, 236 km, Accommodation: 1 x R95pppn= R190

Today we will leave Zambia for Namibia...but again we have to pay some stupid council levy because we drive through the Kazangula district!

On our way to Sesheke we decided to turn off to have a look at Mombova lodge and camping as Philna had been there before. It is a very nice place on the river and they do fishing Safaris as well. Would love to spend some time here. S17.74817 E25.18873

Mombova camping



The border crossing went quite smooth and on the Namibia side we had to pay R220 for road tax again...

In Katima we first bought some groceries as the Pick and Pay and then to Namwi Lodge for camping next to the river again.

That night the "tame" hippo made his appearance again....

Yellow-Bellied Greenbul



A view over the Zambezi



## **Day 66, 2 Aug 2011**

Katima Mulilo to Mururani campsite outside Mangetti Nat park, S18.79344

E18.92646, 642 km, Accommodation: 1x R70pppn= R140

We have stayed at Mururani camp in 2010 and decided to do so again. If you do have any meat with you, there is a Vet Control gate just before you get to the campsite.....

This campsite is also recommended, very good ablutions with electricity and drinking water, bar and restaurant...and plenty birds again.

We had Kudu fillet for dinner....the best!

Mururani camp



My friends....



Crimson-breasted Shrike



Golden-breasted Bunting



### **Day 67, 3 Aug 2011**

Mururani to Arebusch lodge, Windhoek, S22.60845 E17.08544, 585 km,

Accommodation: 1 x room R770

At Otavi I bought some Oryx biltong and at Otjiwarongo all their Gemsbok biltong!

It was now getting cooler in the evenings and we decided that we will not camp but get a chalet at Arebusch lodge. We visited Johan and Adri Snyman, previously from Stellenbosch but now residing and working for Windhoek municipality and collected our books "Discovering the secrets of Namibia Kaokoland" from him.

### **Day 68, 4 Aug 2011**

Windhoek to Canyon Hotel, Keetmanshoop, S26.58325 E18.13700, 503 km,

Accommodation: 1x room = R600 B&B

We left Windhoek quite early and we were surprised to see so many cars coming from Rehoboth, it seemed to us that all the inhabitants of Rehoboth works in Windhoek! We booked into the Canyon hotel which has a very nice bar and breakfast the next morning was superb. Real value for money.

## Day 69, 5 Aug 2011

Keetmanshoop via Noordoeuer to Kamieskroon Hotel, S30.20274 E17.93357,  
484 km, Accommodation: 1x room= R600

We stopped at the Grunau Country House and bought some more biltong and  
droë wors. It was 10h00 at the temperature stood at 4 degrees!

The border crossing went well and at 13h00 we were on south african soil  
again!

I have never stayed at Kamieskroon hotel and we thought we would give it a  
try. We had no problem with the room etc but I think that R600 for room  
only was a bit steep, in comparison to what we paid in Namibia.

It was pretty cold...and wet.

Kamieskroon Hotel



Kamieskroon camping



**Day 70, 6 Aug 2011**

**Kamieskroon to Durbanville**

**At 15h00 our 15 352 km trip came to an end....we reached home safely!**  
The view from Piekenierskloof pass towards Piketberg.



The refreshments...



There are still so many places to see in Africa, so many things to do and so many miles to travel....

This was an amazing trip and I want to thank Philna for all her efforts in making this trip possible as well as the major task of identifying all the birds in the photos.

#### Some Statistics:

We had used 2 195 lt petrol @ an average of R10.85 p/lt = R23 807.45.

Fuel consumption average was 6.99km/l, but in Zambia we achieved 9.20 and in Malawi 7.76 km/l.

I will try and get a spreadsheet uploaded with our complete itinerary and costing of the whole trip.

For more of my pictures on the trip:

<https://picasaweb.google.com/100771548281545991707/Our70DayAfricaTrip29MayTo6Aug2011#>

For Philna's pictures:

[https://picasaweb.google.com/105224874087369317741/BIRDSJuly2011Tri  
pNambZambMalwTanz#](https://picasaweb.google.com/105224874087369317741/BIRDSJuly2011Tri<br/>pNambZambMalwTanz#)