



# TRANS-AFRICA 2010

London to Cape Town  
with KUDU Expeditions



Customer Information Pack

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## INTRODUCTION



Welcome to the Kudu Expeditions **Trans-Africa** Customer Information Pack. In it you will find a wealth of information on all aspects of our 2010 Expedition, from how best to prepare yourself for the challenge, to exactly how our expeditions run. If, after reading through this document, you find that you still have questions then please feel free to get in contact with our staff who will be more than happy to help and advise you.



### The Kudu philosophy

Our philosophy is central to the way in which we run our expeditions. What we aim to do above all else is to show that anyone – irrespective of their background or experience – can achieve amazing things. That is why we run expeditions through the most diverse and beautiful regions on the planet, and it is why we take great pride in guiding genuine off-road novices through some of the most challenging and remote terrain to be found anywhere on earth.

### Trans-Africa 2010 Overview

Africa will always be our first love at Kudu and we have many thousands of miles of experience running tours across this evocative and colourful continent. Our ground-breaking London-Cape Town Expeditions in 2006 and 2007 were the first of their kind – epic, four month trips across deserts and jungles unlike anything that had gone before. In 2010 we will be tackling Africa once more and we can't wait! This is easily the most challenging of our big trips, but remember – with Kudu's unrivalled experience, pre-expedition training and comprehensive support you too can become one of the last true adventurers. As one of our 2007 Expedition riders said... *"do it before you die!"*.

### Further Resources

The best way to get a really good idea of what you can expect on these incredible adventures is to browse through the on-line blogs and articles from previous trips:

1. **Trans-Africa 2006:** Click [here](#) to see the on-line diary from our first Trans-Africa Expedition and you can even download a short video [here](#).
2. **Trans-Africa 2007:** Go to [trans-africa.info](http://trans-africa.info) to see how the trip went second time around using different, even more spectacular routes – some great photos and a great source of information for your adventures to come.
3. **Timbuktu Recce Article:** Printed in Motorcycle Sport and Leisure Magazine this documents Lee's recce into the depths of Mali in search of the fabled desert town of Timbuktu – just remember to bring peanuts with you! Download the article as a PDF [here](#).



## EXPEDITION ROUTE\*

### Week 1

The first half of week 1 encompasses a relaxing overnight ferry crossing from England to Spain and the ride to the Mediterranean. On day 5 the expedition encounters its first African country as it crosses into Morocco at the Spanish enclave of Ceuta. It is a short ride through the coastal hills to the pleasant town of Chechaouen for our first night in Africa. Next day we travel to the majestic city of Fez at the foot of the Atlas Mountains, where you will have a full day to explore this famous and bustling city.



### Week 2

From Fez the expedition heads south and crosses over the Atlas Mountains. You will pass some of the most stunning scenery anywhere in the world, including the famous Ziz Gorge on your way to the northern stretches of the Sahara Desert. You will also experience your first "bush camp" at the golden sand dunes of Erg Chebbi. Here you will get your first training session in the sand, with some fantastic dunes, and a steady, gentle introduction to desert riding. From there we head east and spend a night in the spectacular Todra Gorge. We then travel back over the Atlas Mountains to Marrakech, where again you will have plenty of time to rest and explore this fascinating city.



### Week 3

This week will see the expedition crossing the Sahara Desert. Nights will sometimes be spent camping out in the wild and this is something that most people find an extremely enjoyable and very memorable experience. After several days ride we reach the beautiful coastal region around the town of Dakhla, just north of the tropic of Cancer. Here we will take a breather and make sure that we are fully prepared as an expedition, for the much tougher stage ahead. Mauritania, just a day away, is a much harsher environment in which to travel and live. Much poorer than its northern neighbour you will find it a real eye opener. As we leave the border posts the road simply disappears into the sand. It is approximately 250 miles across the Sahara to the capital city of Nouakchott and the desert crossing will give you some of the most memorable days of your life. Blasting across vast Saharan plains and speeding past huge golden sand dunes is an unforgettable experience. The expedition is now entering sub-Saharan Africa and you will notice the difference straight away as sand and dust gives way to leafy tropical palms and savannah. We will take a much earned rest in St Louis in Senegal, a fantastic place in which to relax, enjoy a beer, and take in the almost overwhelming sights and sounds unfolding around you. Onwards to Dakar, the ever expanding and relatively modern capital city and into Gambia.



#### Week 4

After a short break we head eastwards back into Senegal, through Tambacounda and to the border with Mali. Mali is crammed with fascinating sights and mysterious cultures and we will spend plenty of time tackling this tough, but very rewarding country. Being one of Africa's poorest regions, however, makes it one of the hardest to explore. Making our way through the vast and sprawling chaos of Mali's capital city, Bamako, will also be an unforgettable experience after which we travel further east to the vibrant town of Mopti where the Bani and Niger rivers meet. Riding the 7 mile causeway across the flood plain to Mopti, after the rains have ended, is a truly memorable experience.



#### Week 5

We will now make the testing journey across the desert to the fabled town of Timbuktu. This remains a fascinating place to visit, and will be one of the highlights of the expedition. See camel trains wander off into the Sahara, and chat with Tuaregs in Timbuktu's sandy side streets in this remote and unique desert town. You can get a great idea of what this journey entails by reading the article on our recce carried out in 2005 – download it as a pdf document from the resources section above. From Mali we cross into Burkina-Faso. This small and unassuming country is actually one of the nicest places to spend time in on the whole of the continent. The people are exceptionally friendly and the laid-back town of Ouagadougou is a great place to unwind in for a couple of days with a cold beer.



#### Week 6

Ghana is our eighth country on this expedition. The fact that English, rather than French is spoken here makes it easier for most to get to know the people. Ghanaians have a reputation as being amongst the friendliest and most welcoming people in the world and you will make friends wherever you go. We will stop off for a day or two in the fantastic Mole national game park where you will be able to watch elephants bathing in the watering hole below your hotel. Finally we head south, through the hectic town of Kumasi and onwards to the beautiful palm fringed Gold Coast and our final destination, Accra.



#### Week 7

The expedition will take a few days to relax and get ready for the second half of the trip through Central Africa and Angola. We will pick up visas in Accra, re-stock, service bikes and change tyres before heading east, back into French speaking Africa and Togo, with its stunning palm fringed coastline.



#### Week 8

From Togo we cross into Benin with its voodoo fetish markets and famous stilt village at Ganvie, built miles from the shore in the middle of Lake Nokoue. From Benin we head north and cross over into Nigeria, resting up in the town of Abeokuta. Nigeria is Africa's most populous, and some would say most chaotic country and it is once again English speaking. Expect a lot of police check-points and many encounters with Nigeria's colourful, energetic and friendly people.

### Week 9

Getting away from the hectic and crowded south we continue to the calmer north through the new capital city, Abuja, before visiting the Yankari game reserve and then moving on to the stunning retreat of Obudu Cattle Ranch, high in the beautiful and lush mountains of the Cameroon border. Our route into Cameroon will take us through dense and remote tropical rainforests on some difficult stretches of road – a great opportunity to practice off road skills before we head into the even tougher sections yet to come. Expedition members will be able to spend a couple of days climbing Mount Cameroon if they so wish, whilst the others relax on the volcanic beaches around Limbe.



### Week 10

We now head to the Cameroon capital, Yaoundé, where we can have a break as we pick up several visas for our passage through central Africa. Enjoy a few days off the bike and recuperate before the toughest sections of the trip to come.



### Week 11

Next we cross into Gabon which is the 12<sup>th</sup> country on our list. Although Gabon's roads can be poor in places, in general its infrastructure is good, and expedition members will undoubtedly enjoy the luxuries that the capital Libreville has to offer. Motorcycles, 4x4s and all our kit and equipment will be thoroughly checked before we cross over into Congo towards the end of the week. This will be a very busy week as we travel to the lively capitol, Brazzaville. With streets lined with jumping bars pumping out music, and the broad rapids of the vast Congo river flowing before you, we will get ready to cross into the Democratic Republic of Congo (DRC).



### Week 12

The ferry journey over the Congo River from Brazzaville to Kinshasa has to be seen to be believed – it is one of the great experiences of any Trans-Africa Expedition and we promise you it is something you will never forget. Once in DRC we ride down to Matadi and get ready to cross into Angola. We are now well away from any normal tourist areas and the expedition will undoubtedly get a lot of bewildered attention from the locals as we pass through.

### Week 12 and 13

We now enter Angola and travel south towards our goal, relative civilisation across the Namibian border. Angola, until very recently, has been synonymous with civil war and as such has always been off limits to travellers. With the fighting well and truly over the whole country is revelling in the peace it has waited so long for. With some of the friendliest and most welcoming people to be found anywhere in Africa, and some of the most spectacular scenery too, it will undoubtedly be the most memorable of all the 17 countries that we pass through. Having visited the capital, Luanda, the route follows the coastal road south before crossing into Namibia. Get ready for amazing experiences to savour for a life-time.



### Week 14

It is hard to imagine a greater contrast than between neighbours Namibia and Angola. Suddenly the broken and potholed roads turn into pristine tarmac and there are modern supermarkets selling all the luxuries you could wish for. After the last few weeks of tough but unforgettable travel in Central Africa the expedition members can indulge in western style luxury for a bit. Visit perhaps the finest game park in the world at Etosha, and take in the beautiful countryside whilst never straying too far from modern civilisation.



### Week 15

After taking time to re-charge our batteries in Namibia we cross over into Botswana where we will visit the Okavango Delta and ride the Trans-Kalahari highway. Expect baking hot temperatures during the day and a real contrast as temperatures fall when the sun goes down at night. The Kalahari has the biggest daily temperature range of anywhere on earth and you will experience it first hand! We are now well and truly back onto the tourist trail and you can relax and enjoy the final leg of the journey with some beautiful scenery and enjoyable, laid back travelling.



### Week 16

Our final week and a great way to end the ultimate overland expedition. By now you will be a seasoned African adventurer and thoroughly at home in this amazing continent. We will take in some of the Garden Route on our way to the beautiful and laid back city of Cape Town - the perfect place to end your epic Trans-Africa Adventure. You will have spent 4 months travelling 17,000 miles across the worlds most vibrant and diverse continent and you can now ponder on what it is you have just achieved. The experiences and memories you will have accumulated during this marathon journey will undoubtedly stay with you for ever.



<sup>1</sup> Please Note: There are many variables when travelling through so many countries and crossing so many borders on a continent like Africa, which means we may have to alter our route through matters entirely beyond our control. Therefore, the route outlined above should be taken as a guideline only and may be changed prior to departure, or during the expedition itself. We will keep riders updated on any route changes that may become necessary. In addition it is possible, although unlikely, that we may find ourselves delayed en-route and therefore this expedition may arrive at Cape Town up to 10 days after the scheduled completion date.

## Your Typical Day on the Road

There really is no such thing as a "typical day" when you are on a Kudu Expedition, however this section will give you a good idea of the unique way in which we run our expeditions which is designed to give you as much freedom and as many options as possible. We want this expedition to give you the adventures and experiences that you will be telling people about for years to come.



## **Ride on your own, in a small group, or with the support team**

Most people do not want to spend every day riding in a big group, but would much rather have the flexibility to either spend the day in a small group, or even travelling on their own if they so wish. Each morning you simply let us know what your plans are, based upon the expedition's travel plan which you will have been given well in advance, and away you go. Of course where there are particular issues for us to consider, such as expedition member's safety and security, then you may be asked to ride in a group. This is usually not required however, and if we do ask you to ride with the main group you can rest assured that there will be a very good reason which will be made clear to you at the time. For the majority of the time on Trans-Africa 2010 you will decide exactly how you spend your day getting from A to B.

## **Expedition notes**

During the expedition you will receive comprehensive notes providing you with a wealth of information on all aspects of the trip. The detail covering roads, accommodation, food and fuel will mean that you can start the day's ride confident that you know where you are going, and exactly how you are going to get there. Contingency plans in-case of any problems en-route will also be given to you so that if the need arises you can summon help from the Kudu team as quickly as possible.

## **GPS Technology**



For those of you not familiar with GPS (Global Positioning System) Technology, it is used extensively by us to plan and run our expeditions. They are a piece of fantastic technology which will give you a huge amount of freedom to go out and explore during Trans-Africa 2010, and they also significantly enhance the overall safety of everyone on the expedition. Using satellite technology it will enable you to very easily navigate to any given destination en-route. That could be to meet up with the support crew for lunch, a key petrol station or your hotel at the end of the day. The co-ordinates (or "waypoints") that you will need can normally be pre-programmed into your GPS for you by the Kudu team and you will be given comprehensive, practical training on how to use the system during our pre-expedition training sessions.

## **GPS Recommendations**

Kudu recommends Garmin's 60CSx model (pictured). It is rugged and will give you a colour map display to make navigating incredibly easy. You should also purchase a handlebar mount and using a power cable connected to the bike's power system will mean you don't need to worry about batteries. If you are riding a Kudu bike then all of this will be provided for you. If you would like further advice on which GPS unit to opt for then please feel free to contact us and we will be glad to help.

## Accommodation and Food

### Hotel accommodation

Trans-Africa 2010 is **60% hotel based**, with camping usually when we are in the more remote regions. As well as some unforgettable bush-camps we will be staying in some fantastic hotels and lodges along the way which will be a welcome sight after a long, tough day in the saddle.

### Camping in the wild

If you have decided that you have what it takes to tackle Africa on a motorcycle, then camping in the wild should not be a problem for you. Most people find it a really pleasant and memorable experience, and often prefer it to staying in hotels. On the occasions when we will be camping, at the end of a day's travel we will pull off the road (usually away from local settlements) and begin our evening routine. The vehicles get parked up and given their safety and maintenance checks by the riders, which should take no more than ten minutes. Then those whose turn it is to help the cook will usually find that everyone chips in, and before long you are tucking into a healthy and filling evening meal.



People tend to find that the routine of camping is something that they very quickly become accustomed to, and it can be one of the most worthwhile aspects of the entire expedition. We do aim however, to have plenty of hotel accommodation during the most challenging sections to give you a chance to re-charge your batteries, and get a good night's rest in a proper bed at regular intervals.

### Expedition food

This expedition has a food kitty from which the majority of your meals (approximately 75%) will be made using the cooking facilities on the support vehicle. Where this is not possible (for example when we are staying in hotels where our own cooking is not permitted) you will need to purchase your own meals. Meals are prepared on a rotational basis with all expedition members taking their turn in pairs. If you are not much of a cook then don't worry, you will be paired up with people who will show you the ropes and the Kudu staff will be there helping out too. Group cooking like this may be a little alien to you to begin with, but after the first week it will become an integral, and enjoyable part of the whole experience.



*Important note: Please ensure that you inform us on booking if you have any special dietary requirements.*

### What if I don't want to travel one day?

When you undertake this expedition you must commit to completing the full trip. There will be days when you are tired and do not want to travel, however overcoming such adversities is what challenging adventures are all about. The carriage of motorbikes by the support vehicle is for emergencies only (for example serious illness, mechanical failure or damage) not to give riders a rest. Frequent rest days are a part of the itinerary and in addition to scheduled rest stops we will do our best to remain flexible to the needs of our expedition members.



## EXPEDITION MEMBERS

### Am I Suitable?



Good news... the short answer is "probably!". Trans-Africa 2010 is designed to suit all kinds of riders with all kinds of abilities. It is important to realise, however, that this expedition will travel through some testing regions where you will have no option but to tackle some difficult trails. If you are an off-road novice then that is where Kudu's pre-expedition and en-route training comes in which includes a 2 day off-road training course. You will need determination to get through, but our staff and expedition support is there to assist you and you do not need off-road experience to sign up for the expedition. As with our other adventures, your suitability for Trans-Africa 2010 will depend on your commitment to complete the expedition, your willingness to accept and act on the advice given to you, and your desire for an adventure which is far removed from the norm!

### General attributes and experience needed

Although we are certain that you will have an absolutely fantastic time on Trans-Africa 2010 it is important to appreciate that this is an expedition rather than a holiday. During some of the more challenging sections, for example in the Sahara, Nigeria, Congo and Angola, you can expect to get tired, dirty and frustrated at times. The qualities you should be able to display to get the most out of the experience are:

- A sense of adventure
- The ability to work closely as a team
- A sense of commitment to the expedition's success
- The ability to endure some tough and tiring days on the road
- An acceptance of other cultures

And most importantly of all...

- The ability to maintain a sense of humour when most other people's would long since have disappeared!

### For motorcyclists...

Your suitability from a riding point of view is easier to gauge and the only requirements we have are as follows:

- You should have held a full motorcycle licence for a minimum of one year in order to ride one of Kudu's motorcycles.
- You should have covered 2,500 miles in the last year on a bike of 500cc or more. If you feel that your riding experience is lacking or you hold a licence but haven't ridden for years, then there is no reason why you can't make the effort to get lots of bike miles under your belt in the weeks leading up to departure. This will ensure that you are able to handle a motorcycle confidently and safely before you leave.

### Who else will be taking part?

Your fellow expedition members will be like you – after an adventure of a lifetime which they will never forget. They may come from any walk of life and from any country – as a general rule our expeditions encompass riders of several different nationalities and as well as British riders we have many North American, Australian and New Zealand riders and often enjoy the company of riders from South America and the rest of Europe too. They may be experienced

bikers or relative novices but we can guarantee that there is little chance any of them will have done anything like this before.

## PRE-EXPEDITION TRAINING

### Overview

Our unique pre-expedition training package is designed to ensure that expedition members have confidence in themselves and their equipment prior to departure. For Trans-Africa 2010, training will be held over four days and you will be given plenty of notice of



when and where it will take place. All training is included in the price, but overnight hotel accommodation is not. You will need to bring enough money for food and maybe a drink or two in the evening in the hotel bar. If you find that you are unable to attend the training days then please do not worry, as it is not compulsory for attendance on the expedition and we will be conducting some important elements of the training sessions en-route for those who cannot make it.

### Expedition orientation (1 day):

- Meet the Kudu team and each other
- Equipment familiarisation
- Route familiarisation
- GPS training
- Expedition administration

### Mechanics and first aid (1 Day):

- Motorcycle maintenance
- Basic motorcycle repair
- Puncture repair
- First Aid training

### Off Road training (2 days):

- Dedicated off-road instruction and practice suitable for both novices and more experienced off-road riders. If you were a novice at the start of the weekend, by the time the second day has ended you will hopefully be ready for the vast wildernesses of Africa!



All expedition members will receive comprehensive instructions well before the training days giving you all the information that you will require nearer the time.

## EXPEDITION SUPPORT

### KUDU's Trans-Africa Specialists

We at KUDU have a policy of employing not just enthusiasts, but professionals, and we are fortunate in our Trans-Africa team to be able to draw upon a wealth of experience of travel on the continent. With many years, and many thousands of miles running tours throughout Africa your crew are quite simply the best in the business.



### Technical Support

In keeping with KUDU's philosophy you will not only be supported by a qualified and experienced mechanic, but he will be equipped with the tools and spares to be able to do his job efficiently. Mechanical problems are an inevitable part of this kind of long distance, challenging adventure, and we take great pride in solving these issues quickly, and with the minimum of fuss. At the time of writing we had never failed to repair any bike on the road, thanks to having the right support and the right expertise at our disposal at all times.



### Medical Support

You will be accompanied by a qualified medic during Trans-Africa 2010. We are committed to bringing you REAL adventures, and that will always mean an element of risk. We take your safety very seriously, and with Kudu's medical expertise and equipment as a part of your support team, you can rest assured that you will receive professional, on the spot help in the event of injury or illness. Riders also receive first-aid instruction as part of their pre-expedition training package.



### Rider support

We have taken many riders of varying abilities and experience on our expeditions. From national level enduro competitors, to riders who have never taken a bike off tarmac before in their lives. We take a very pro-active approach to rider training. As well as pre-expedition off-road training, we will also usually have en-route instruction as well. Trail rides will be challenging, but they are always technically straightforward, and suitable for off-road novices.



## THE MOTORCYCLES



If you opt to take one of our bikes you will be riding an expedition prepared XT660 Tenere. They have been selected for their reliability and strength, as well as their go-anywhere ability. They are well suited to the rigours of Trans-Africa expeditions and they are also comfortable and easy to ride. All of Kudu's bikes are specially prepared by our own qualified mechanics, and they will have a number of modifications to increase their suitability for what will undoubtedly be a challenge for man and machine alike. Additional modifications to your motorcycle may be made at your request such as off-road foot pegs, raised handlebars and steel braided brake lines. If you would like to discuss all of the options available to you when we are preparing your bike then please don't hesitate to contact us and we will be glad to advise you.

### **Kudu's XT660 Tenere specifications:**

- 659cc single cylinder 4 stroke
- Water cooled, chain drive, electronic fuel injection, electronic ignition
- 21" front rim, 17" rear rim
- Handlebar mounted GPS
- Various additional fairing/bodywork modifications to increase robustness.
- Optional saddle lowering kit

For more information on these bikes please feel free to contact us by e-mail or by telephone.

## Maintenance

### **Day to day maintenance**

A daily routine of basic checks will be put in place which will be the responsibility of expedition members to carry out on the motorcycles they are riding. This will include checks on such things as:

- Chain lubrication and tension
- Tyre pressures
- Oil and coolant level
- Brake checks
- Light and indicator checks

Kudu personnel will have their own matrix of more detailed checks to carry out to ensure the bikes stay safe and mechanically reliable. The rigours of Trans-African travel can quickly turn a new, mechanically sound motorcycle into an unreliable and potentially dangerous one if not

cared for properly. It is absolutely essential that expedition members take a keen interest in the mechanical upkeep of their machines and you will be given plenty of guidance where this is concerned.

## Using and maintaining your own motorcycle

### Which bike?

If you own a bigger bike and wish to bring it then please feel free. Where a larger bike like the BMW 800GS or 1200GS may be preferable is when riding on the long tarmac legs. Our experience of travelling in Africa however, tells us that single cylinder, big bore bikes tend to have the advantage with a low weight, and much better off-road ability. If you opt to use a 500 to 660cc bike then you can feel confident that when the trails become tough you can really go out and enjoy yourself on a machine that is suitable for genuinely adventurous travelling. Whichever bike you decide to ride, each has its pros and cons and we will be very glad to help and advise you to ensure that you are riding the bike that is right for *you*.

The bikes given below (by no means a definitive list) would be deemed suitable for Trans-Africa 2010 but some of the heavier bikes can be difficult to handle off-road for the more inexperienced riders. Some bikes listed will also need significant modifications and we will happily advise you with this. One definite stipulation is that engine size must be a minimum of 500cc.

- BMW R1200GS and R1150GS (standard or Adventure versions)
- BMW F800GS, F650GS and Dakar
- KTM Adventure
- Honda Dominator, Africa Twin
- Yamaha XT600, 660R and new Tenere
- Kawasaki KLR650 (U.S. version)
- Suzuki DR650 (with modifications)

Please remember – this is not a definitive list, and if you want to ride a bike not listed here please let us know. Expedition applicant's motorcycles may be rejected by Kudu if their bike is unsuitable for any number of reasons – all you have to do is contact us and we can discuss how suitable your own bike is. If we find that it isn't you can always just take one of ours!

### What if it breaks down?

When you join a Kudu Expedition we will always do our utmost to look after both you and your bike. If your bike breaks down and it is within our abilities to fix it (remember – we have yet to encounter a mechanical problem that we could not resolve!) then that is what we will do. Kudu Expeditions cannot, however, be held responsible for the mechanical failure of non-Kudu owned bikes but you will have access to the spares, equipment and mechanic expertise that come with the support vehicle at the discretion of the Kudu expedition leader.

Assistance will generally be given free of charge but costs incurred to third parties must be paid for by the expedition member. We will make every effort to fix your bike ourselves, and if this is not possible, to recover it to a location where it can be fixed or recovered back to the U.K.. You can bring your own spares to keep in the support vehicle at the discretion of Kudu Expeditions. You must discuss with us what items you wish to bring at the earliest opportunity to enable us to limit weight on the support vehicles.

## FINANCES

Please visit [www.kuduexpeditions.com](http://www.kuduexpeditions.com) for current prices

### What is included in price?

If you are riding a Kudu bike you will still be responsible for day to day maintenance and safety checks. In the unlikely event that there is a mechanical problem with these extremely reliable bikes, we should be able to quickly repair it and have you back on the road in no time at all. The following items and services are included in price:

#### Riding a Kudu Bike

- Expedition prepared Yamaha XT660 Tenere
- Bike mounted and powered GPS system.

#### Mechanical support

- Support vehicle with mechanic
- Spare parts for Kudu bikes
- All equipment oil and fluids required to service and repair Kudu bikes

#### Administrative support

- Visas
- Carnets de passages en douane for Kudu bikes only
- Accommodation
- Carriage of personal kit
- Hotel room fees (usually on the basis of twin rooms sharing)
- Tents (1 x tent per person)
- Communal cooking and eating equipment
- Filtered water for cooking and washing food
- First Aid assistance (and use of emergency medical equipment)
- Ferry charges
- 3<sup>rd</sup> party motorcycle insurance covering the EU for those riding Kudu bikes.

### What is not included in price

- Food (approximately 75% of meals are financed from the kitty)
- Fuel
- Carnet de Passages for non-Kudu bikes
- Miscellaneous border crossing fees and road tolls
- Sleeping equipment (sleeping bag, roll mat etc)
- Miscellaneous personal camping equipment (torch, penknife etc)
- Medical costs beyond those incurred as first aid and in particular to those incurred to third parties.
- Costs incurred conducting independent tourist activities.
- Drinking water (readily available in bottled form throughout Africa)
- 3<sup>rd</sup> party motorcycle insurance. Assistance and advice will be given by Kudu personnel to enable you to obtain this en-route during the expedition.

## Spending money

### What non-inclusive costs will I incur?

The main non-inclusive costs will be fuel, your flight home and personal spending money on evening drinks at the bar or a night out somewhere. As the majority of meals will come from the food kitty your meal costs should be kept comparatively low. The following information relates to participants going from the UK to Cape Town – those joining for just part of the expedition will need to adjust the amounts accordingly. Depending on how committed you are to keeping your own costs down you may budget as follows – please remember these are very rough guidelines only:

- Fuel (motorcycles) - £790 (based on 16mpl)
- Personal spending money - £800 to £2,000 depending on budget
- Road/Bridge Tolls - £80
- One-way return flight - £400 to £600 in economy
- Third party motorcycle insurance - £80

### Getting money in Africa

Euros are now much more popular than Dollars and you should carry them in smaller denominations for ease of changing (20 and 50 Euro notes). We recommend that no more than 25% of your money should be held in traveller's cheques (Euros) as they can be difficult and time consuming to change, and attract poor rates. The remainder can be carried as cash or better still can come from the use of ATMs in towns and cities (please note: **Visa** is significantly more widely usable than other brands of credit/debit card in Africa).

### How do I book my place and pay?

By far the easiest way to book your place and pay your deposit is on-line at the Kudu website – please go to [www.kuduexpeditions.com/prices](http://www.kuduexpeditions.com/prices). Payments can also be made by UK cheque or bank transfer. UK cheques only, made payable to "Kudu Expeditions Limited", should be sent to:

Kudu Expeditions Ltd  
Unit 13, Court Farm Business Park  
Bishops Cleeve  
Worcestershire  
WR6 5AY  
United Kingdom

## PREPARING FOR DEPARTURE

### Riding equipment

This tends to be a matter of personal preference, however there are some good guidelines as to what you should be looking at wearing below. If you want our personal recommendations on specific items feel free to contact us by phone or e-mail and we will be more than happy to give them to you.

- **Helmet** – Either motocross helmets or normal “full-face” helmets without goggles are perfectly acceptable. The best option is a motocross style helmet that has a full visor and also allows you to wear goggles. Arai Tour-X is a good example and it is the helmet that our guides normally wear.
- **Goggles** – If you are a keen off-road rider, intent on tackling the most adventurous sections on offer, then goggles with tints are recommended with a nose cover and clear tearaways to protect the lens from dust and sand.
- **Jacket/trousers** - Waterproof is a must and detachable inners a very good idea too – at the time of year that we are travelling however, the cold should not present too much of a problem. Easily accessible pockets, vents and synthetic material rather than leather are the way to go. Try the BMW Rally suit, the Rev'It brand or Hein Gericke's Tuareg series amongst other less expensive options. It must, however, be able to keep you cool in the heat and dry in the wet!
- **Boots** - A high leg motocross/enduro type is essential - as soon as the tarmac ends then experience tells us that tough boots are an absolute must.
- **Gloves** – A reasonably light set is all that should be required.
- **Ear plugs** - 1 x pair per week is recommended as a minimum for health and hygiene reasons.



### IMPORTANT - Carriage of personal kit

The majority of your personal kit is carried on the support vehicle (bikes do not have panniers) and there are strict limits on the size of baggage that we can accommodate per person. Each rider will receive 2 x tough 40L waterproof bags in which to store their kit and this represents their total allocation of space. If you follow the basic list below as a guideline you will find yourself well equipped to look after yourself throughout the duration of the trip, and you should easily be able to fit it into your allocated bags. Please be aware, if you arrive at the start with excessive baggage it will not be allowed onto the support vehicle and you will have to make alternative arrangements to send it home.

### Personal documentation

All personal documentation must be checked prior to departure to ensure it does not become the source of frustrating delays once the expedition is under way. It is essential that you make sure your documents are in order with plenty of validity remaining after the expedition ends.

- Passport – it must be valid for 6 months from the end of the expedition and have 14 empty pages
- Passport photos x 24
- Credit/Debit/ATM card (*Visa recommended*)
- Traveller's cheques (not essential provided you have sufficient alternative funds)
- Driving licence
- International Driving Permit (available from your automobile association e.g. RAC, AA and Green Flag in the UK)
- 1 x Photocopy of the key pages of all documents
- Yellow fever certificate

If using your own bike you must also bring the following items each with a photocopy:

- Carnet de Passage (contact us for information on how to go about obtaining your Carnet at a significantly reduced price exclusive to Kudu Expeditions)
- V5 logbook (vehicle ownership document)
- 3<sup>rd</sup> party insurance certificate covering the UK and Spain (motorcycle insurance for other countries will be purchased en-route)

A scan of your documents will be collected by Kudu Expeditions' personnel during the training weekend to enable us to produce copies as and when required once the expedition is under way. To save time you can e-mail them to us if you like at [info@kuduexpeditions.com](mailto:info@kuduexpeditions.com).

## Visas

Most visas are easily obtainable for the Trans-Africa route and most will be obtained en-route with the following exceptions:

- **Australian and New Zealand** passport holders must obtain their Senegal visa prior to travel. This can most easily be done in 48 hours in London just prior to the start of your trip ([www.senegaembassy.co.uk](http://www.senegaembassy.co.uk)). If you are unable to get this visa in person prior to travel, we recommend that you use a London based visa agency such as Travcour ([www.travcour.com](http://www.travcour.com)) to apply for this visa on your behalf. Please contact us for more information on obtaining this visa.
- **American** passport holders must obtain Gambia visas prior to travel. These can very quickly and easily be obtained by post from the Gambian embassy in Washington (see [www.gambiaembassy.us](http://www.gambiaembassy.us)).

Please note: Kudu Expeditions cannot be held responsible for individuals who are rejected during the visa application process. We make every effort to ensure that visas are consistently available to all our potential customers before they join our expeditions, and if you have any concerns about your eligibility then please get in contact for some advice.

## Personal equipment

If you follow the basic list below as a guideline you will find yourself well equipped to look after yourself throughout the duration of the trip. Please remember, although most accommodation will be hotel based, we will be camping in some very remote regions and so the better prepared you are, the more comfortable you will be!

- Small day sack
- Sleeping bag
- Inflatable pillow
- Roll mat and compact/inflatable sleeping mattress (e.g. Thermarest)
- Head torch
- Sewing kit
- Laundry soap
- Penknife (Leatherman or Gerber multi-tools are recommended)

- Lighter
- 4 x bungees
- Water bottle/camel pack
- Cable ties
- Mosquito net

### **Personal clothing**

The clothes that you wear on a day to day basis will get very dusty and dirty, and so expect the majority of garments that you bring to be very well worn indeed by the time you reach Cape Town!

- Trousers/long skirt x 2
- Shorts x 2
- Swimwear x 1
- T-shirts x 5
- Thermal vest x 2
- Underwear x 5 sets
- Socks x 5 sets
- Sun hat (wide brimmed or baseball type)
- Sandals/flip-flops
- Light walking boots or trainers
- Sun glasses

### **Toiletries**

- Soap and dish
- Toothbrush
- Toothpaste
- Shampoo
- Shaving gel/soap
- Razor and blades
- Ear buds
- Antiperspirant
- Foot powder
- Moisturiser
- Compact travel towel
- Toilet roll
- Sun lotion (a 100% sun blocker is essential for nose and face)
- Insect repellent (deet)
- Wet wipes
- Nail clipper
- Small mirror

All of the items listed here are available in towns and cities en route and so it is a good idea to take just enough supplies to last the first 2 or 3 weeks.

### **Miscellaneous items**

- Camera
- Music/MP3 player
- Note-book and pen
- Guide books (Lonely Planets)
- GPS and road maps

### **Health and hygiene**

Good health and hygiene are essential to the success of the expedition, as without it illness

can become a very unpleasant aspect of the trip. If you become unwell then your concentration when riding will suffer, as will your enjoyment of what should be a fantastic experience. By following the guidelines below you will be able to keep yourself and your fellow adventurers healthy on the road.

- You must have all the relevant travel inoculations prior to departure. Please speak to your doctor for advice on exactly what injections you will need to be given.
- Get a doctor's and dentist's check up before the departure date as we do not recommend using any health services in the countries we will be visiting other than in an emergency.
- Seek advice from your doctor if you have any concerns about ongoing or previous medical problems you may have had. Make sure he knows the true nature of what it is you are undertaking and if you require any further information regarding the expedition then don't hesitate to contact us.
- Get good travel insurance, which includes all medical costs with repatriation. You must make sure that your insurance company is aware of the nature of the expedition – in particular the fact that you will be riding a motorcycle.
- Those who wear glasses should carry a spare pair in their luggage.

Equip yourself with a personal first aid kit. They can be purchased cheaply from high-street chemists and as a minimum should contain the following:

- Plasters
- Anti-septic cream
- Immodium (diarrhoea prevention tablets)
- Re-hydration sachets
- First aid dressings
- Tweezers
- Headache tablets
- Iodine or other water purifying tablets

### **On the road**

- Normal good health and hygiene practices before eating and after going to the toilet will help stop stomach bugs.
- To reduce the risk of stomach problems we recommend eating from the support vehicle whenever possible.
- You should only drink pure water, which is readily available in bottled form.
- The cooking of meals when camping will be done to ensure the best possible hygiene is achieved.
- Keep yourself well hydrated – always keep a supply of drinking water with you.

## **EXPEDITION COMPLETION**

### **How do I get a flight home?**

You can secure a flight home by:

- Booking on arrival at your destination which is very easy to do in Cape Town. Kudu Expeditions can assist you with this.
- Booking prior to departure (it is recommended that your ticket allows you to alter the return date in the unlikely event of the expedition encountering unavoidable delays en-route).

## **Kudu Shipping Services**

Shipping is included in price during Trans-Africa 2010 which means shipping from Cape Town back to the UK at the end of the expedition. We will be taking care of all shipping formalities up to entry of the bike into the UK so you can relax, enjoy your time on Trans-Africa 2010 and let us take care of shipping hassles! If you do not wish for your own bike to be shipped back to the U.K. then you will need to make arrangements from Cape Town. We have many shipping contacts and will gladly offer whatever help and advice we can to enable you to do this very easily.

Please note: Shipping of motorcycles to the start point of the expedition, or from the finish point to your home country if outside of the UK is not included in price. We will, however, gladly help and advise you on the best way to go about getting your bike to the start point, and back home, if you are joining Trans-Africa 2010 from outside of Europe. Please contact us for assistance.

## **And finally...**

Thank you for taking the time to read through the Trans-Africa information pack. We have tried to make it as comprehensive and informative as possible but it is inevitable that you will have more questions. Please feel free to e-mail them to [info@kuduexpeditions.com](mailto:info@kuduexpeditions.com), or telephone +44(0)1885 490828 for a chat on any aspect of Trans-Africa 2010, and hopefully we will see you on the start line in 2010!

