

Kudu Expeditions

Customer Information Pack



- **Paris - Dakar**
- **West Africa Explorer**
- **UK to South Africa**

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INTRODUCTION

Kudu Expeditions run supported motorcycle and 4x4 expeditions across the continent of Africa. Our trips are open to anyone who has the imagination, sense of adventure and determination to undertake such epic journeys. We aim to tell people that whoever you are, and whatever you do in life – with our help you can achieve something that is truly amazing.

Our Expeditions are for people who want to challenge themselves and their perceptions of what they are capable of. They are also for people who want to re-discover themselves well away from a life of work, paying the mortgage and following the same old routine week after week. We promise you that there is nothing routine about what we do!

Our philosophy

What we aim to do above all else is to show that anyone – irrespective of their background or experience – can achieve amazing things. We are not willing to settle for the ordinary in life, and it is clear that neither are our expedition members. That is why we run expeditions across the toughest, most diverse and beautiful continent on the planet.

As a business we are committed to the following:

- Giving people the once in a lifetime adventure they will never forget
- Delivering the truly incredible experiences Africa has to offer
- Being thoroughly professional in all that we do
- Delivering the highest standards of customer service at all times
- Always having the safety of our customers as our top priority

Expedition overviews

Travelling through Africa, whether by motorcycle or by 4x4, is a truly amazing experience that we guarantee will stay with you for the rest of your life. It is easily the toughest continent on the planet to cross and the hardships you will face must be appreciated before you commit yourself. You will be passing through some of the poorest countries in the world where the kind of infrastructure that we take for granted in the west can be all but non-existent.

In spite of all of the hardships that inevitably come with travel in Africa, it is the only place through which we would want to run our expeditions. The vastness of its deserts, the beauty of its rainforests and the hectic colour and sounds of its vibrant cities make it the most fascinating place on earth. People will want to speak to you wherever you go – “How are you? Where are you from? What do you do?” Africans are the most friendly and open people you will meet anywhere and it is the people that you will remember above all else. In the poorest villages of the poorest countries you will be constantly amazed at how generous the people will be towards you, and how the children can constantly smile when they have so little.

If you are after a comfortable touring holiday without exposing yourself to any form of risk or hardship then our expeditions are not for you. If you are after a lifetime experience that will fundamentally change your outlook on life, and give you memories that will still put a smile on your face in 10 years time, then read on. This document should answer most of your questions concerning your participation in the expeditions but there will inevitably be more. Simply e-mail your queries to us or speak to us in person on the telephone. All of our contact details can be got from www.kuduexpeditions.com. If you do not have access to the internet then you can call us on +44(0)1480 819364.

EXPEDITION ROUTES

PARIS - DAKAR

The Paris – Dakar outbound and return expeditions are not rallies in any sense, however for motorcyclists in particular riding 3500 miles in three weeks does require determination, commitment and a reasonable level of endurance and physical fitness. The timeframe of this expedition inevitably means riders will spend some long days in the saddle and get fewer days off than would be the case if they were participating in the full Trans-Africa expedition. Safety is, and always will be our primary concern and so rest breaks will be frequent to make sure riders stay alert and can enjoy this amazing experience.

Week 1

The expedition members and staff, with 4x4s, bikes and support vehicles, will assemble in the UK on the day of departure. Our first day will take us to Dover and the channel ferry on our way to Paris. In Paris (the spiritual start point of the expedition) we'll take the opportunity to get some great photos at the Eiffel Tower, before finally leaving the city on our way to Dakar. The remainder of the week sees us heading further and further south, through France and into Spain, before finally ending up in Algeciras. It is from here that we take the short ferry ride across the straights of Gibraltar to Morocco and step onto African soil for the first time. The end of your first week will already see you wandering around the hectic and fascinating markets of Marrakech at the foot of the spectacular Atlas Mountains.

Week 2

The next week sees the expedition head down into the depths of the Sahara – the largest and most spectacular desert on the planet. From Marrakech to Agadir and then down into Western Sahara we follow a stunning desert coastline south. Towns and villages become more and more remote – sometimes with more than a hundred miles between them – and traffic is all but non-existent.

It is during this stage of the expedition that we stop for a day to practice sand riding for those motorcyclists planning on undertaking the three day off-road desert crossing. Under the tutorship of the Kudu guides you can, in your own time, come to terms with how to handle a motorcycle in the sand. It is a particular knack that takes some getting used to, but once you have mastered it then the fun really begins. 4x4 drivers will be able to practice their driving and vehicle recovery skills as well. Drivers and riders are under no obligation to participate in the off-road training or desert crossing as a recently constructed road now means you need never leave tarmac if you so wish. The expedition crosses the Tropic of Cancer near the stunning coastline at the town of Dakhla, before negotiating the border crossing into Mauritania.

Week 3

Our final week will be an amazing climax to this classic journey. After final equipment checks carried out in the isolated Mauritanian town of Nouadhibou, the expedition splits into two groups – those undertaking the off-road desert crossing, and those taking the tarmac. For those going off-road we will leave the asphalt north of Nouadhibou for the 300 mile desert crossing to the capital city of Nouakchott. The desert crossing is now part of overlanding folklore and all those who chose to undertake it will remember the experience for the rest of their lives. The terrain you can expect to encounter will vary from slower rocky sections, to fast and flat desert plains before finally travelling the last hundred miles or so along the serene beach piste to Nouakchott. Here the expedition re-joins those who have taken the tarmac route for the final leg of the journey.

Crossing into Senegal the colours and sounds around you will be distinctly African. You'll get the chance to recover from the Sahara crossing in the beautiful colonial town of St Louis, before continuing south to that haven for travellers and our ultimate goal – Dakar.

The last day will be spent riding to Banjul in Gambia. Gambia is used as the end point for the Paris – Dakar Expedition as it is English speaking and an ex-British colony, and therefore has good air and shipping links with the UK. Having completed 3,500 miles across Europe and Africa you can rest assured that celebrations will be in order to mark what will undoubtedly have been an unforgettable experience.

DAKAR – PARIS

Undertaking the expedition in reverse has a number of advantages, principally the reduced overall cost of participation, and the ease of shipping for those undertaking the expedition with their own vehicle. In general, however, it is exactly the same as the Paris – Dakar Expedition – but in reverse order. For that reason the detail given below is less detailed than for the outbound expedition.

Week 1

The expedition will meet in Banjul and you'll be straight in at the deep end as you negotiate the border crossing into Senegal and move on to Dakar. What a first day! In Dakar we will have to stop to collect Mauritanian visas which will give you a chance to catch your breath and try and take in the incredible sights and sounds of your first 36 hours on the expedition. From Dakar it is up to St Louis for a more laid back version of sub-Saharan Africa, and from there we cross into Mauritania. We will conduct training for those undertaking the off-road desert crossing in the region of Nouakchott, before heading out into the wilds of the Sahara.

Week 2

Again, those not wanting to undertake the off-road crossing can simply take the easier tarmac route. The remainder will re-trace the steps of the outbound expedition on the legendary overland crossing between Nouakchott and Nouadhibou before re-grouping as an expedition south of the Moroccan border. After carrying out vehicle and equipment safety checks we head north into Morocco. Much of the week is spent on the remote, but spectacular trans-Saharan coastal route. From Dakhla to Laayoune and Tan Tan, gradually the vegetation begins to re-appear and then it's back out of the Sahara as we enter the bustling city of Marrakech.

Week 3

From Marrakech we head north, past Casablanca, en route to the Spanish enclave of Ceuta and our ferry crossing back into Europe. The expedition can enjoy all the trappings that Western Europe has to offer and enjoy the journey north past Madrid and up to Paris. Here, just as the Paris – Dakar expedition did previously, we will line up next to the Eiffel tower for our photos! From there it is back across the channel to Britain and time to celebrate– 3 weeks and 3,500 miles across West and North Africa will give you an unparalleled sense of achievement.

WEST AFRICA EXPLORER

The West Africa Explorer expedition is in effect the first half of the full Trans-Africa Expedition, beginning in the UK and finishing in Accra, Ghana. Covering 7 countries over 6 weeks it is generally conducted at a similar pace to the Paris – Dakar with long distances covered each day. Please also remember, the itinerary given here is intended as a guide only and by the very nature of this kind of undertaking must always remain subject to change.

Weeks 1 to 3

The first 3 weeks of this expedition are very similar to the Paris-Dakar Challenge with some slight variations in route.

Week 4

Now we stop our journey south and begin to head east into Senegal and towards Mali. We will spend a whole weeks tackling this tough, but very rewarding country. Mali is crammed with fascinating sights and mysterious cultures. Being one of Africa's poorest regions, however, makes it one of the hardest to explore. We will make the testing journey across the desert to the fabled town of Timbuktu which 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 place. Making our way through the vast and sprawling chaos of Mali's capital city, Bamako, will also be an unforgettable experience.

Week 5

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 Bobo-Dioulasso is a great place to unwind in for a couple of days. The interestingly named capital city of Ouagadougou is also a great place to eat or watch the world go by with a cold beer as we get ready to enter Ghana, the first English speaking country we have encountered since leaving Portsmouth.

Week 6

Ghana is our seventh and final 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 coast and our final destination, Accra.

U.K. to SOUTH AFRICA

The Trans-Africa expedition follows the same itinerary as the West Africa Explorer Expedition for its first 6 weeks. It then continues south to Cape Town over the next 9 to 17 weeks. As with the West Africa Explorer, the itinerary given here is intended as a guide only and by the very nature of this kind of undertaking must always remain subject to change. Although crossing Central Africa is becoming easier as time goes by it remains the most testing section of any Trans-Africa expedition. Unexplained border closures and very bad roads and infrastructure mean the route we will take must remain flexible. The end date for the trip must also have a degree of flexibility as crossing the entire continent of Africa by following a strict schedule is simply impossible. The expedition is intended to be 4 months in duration, but could be extended to 5 if we encounter delays or route problems, something most likely to happen in the Central African region.

Weeks 1 to 6

Please see West Africa Explorer itinerary.

Week 7/8

The expedition will take a few days to relax and pick up visas in Accra, before heading east, back into French speaking Africa. First Togo with its voodoo fetish markets and stunning palm fringed coastline. Then to Benin, where expedition members will be able to see the famous stilt village at Ganvie, built miles from the shore in the middle of Lake Nokoue.

Week 9

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. Getting away from the hectic and crowded Lagos region we continue to the calmer north through the new capital city, Abuja, before visiting the Yankari game reserve and then moving on to Cameroon.

Week 10

Our route into Cameroon will take us through lush 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 beaches around Douala. We then head to the capital, Yaoundé, before turning south into the jungles of Central Africa.

Week 11

Next we cross into Gabon which is the 12th country on our list. It is a good place to prepare for the most difficult sections of the trans-Africa route still to be tackled. 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.

Week 12

This will be a very busy week as we cross from Congo, into the Angolan enclave of Cabinda and back out into the Democratic Republic of Congo. 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. Crossing countries like Congo, the Democratic Republic of Congo and Angola should not be taken lightly and this section represents the toughest, but usually most memorable and enjoyable part of any trans-Africa expedition. Most nights will be spent bush camping due to an absence of other amenities. Corruption in some of these countries is commonplace and can lead to delays and some interesting scenarios. All that is required to enjoy this leg of the expedition is the patience of a saint (something you will

already have acquired by this point in the trip) and a good sense of humour. Not many people have been lucky enough to go through this part of the world and you should savour the experience – we promise you will remember it for the rest of your life!

Week 13/14

We now cross back into Angola and spend nearly two weeks travelling down south to Namibia. 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 the border into Namibia.

Week 15

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 16/17

After taking time to re-charge our batteries in Namibia we cross over into South Africa. We are now well and truly back onto the tourist trail and you can relax and enjoy the final leg of the journey. The beautiful and laid back city of Cape Town is the perfect place to end your epic Trans-Africa Adventure. You will have spent 4 months travelling 15,000 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 the rest of your life.

EXPEDITION MEMBERS

Am I Suitable?

In reality you will never know if you are suitable for sure until you are actually on one of our expeditions. It is wise to make an educated guess though, and there should be enough information below to enable you to make an informed decision. Suitability tends to be dependent 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

These are expeditions and not holidays, which means that at times you can expect to get tired, dirty, hot and frustrated. 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. These expeditions are not just for very experienced motorcyclists. It is central to our philosophy at Kudu Expeditions to enable almost anyone, irrespective of background or experience, to achieve truly amazing things. The Paris – Dakar and Dakar – Paris expeditions in particular are organised in such a way as to be ideal for those with little experience of adventurous travel or off roading, as the duration of the expedition is short and riders need never leave tarmac if they don't want to. For the Trans-Africa it is not essential for you to have any off-road experience or experience of riding in the developing world either as you will learn the skills needed as you go along. The duration of the expedition however, and the regions it travels through inevitably make it a significantly more adventurous proposition than the Paris – Dakar or Dakar – Paris trips.

The only guidelines we have are as follows:

- You should have held a full motorcycle licence for a minimum of two years 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, 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.

Self-assessment question

Ask yourself the following questions. They should indicate to you how suitable you are but you must also remember that determination and enthusiasm will always overcome a lack of

experience. They represent the issues you should be considering, and the questions you should be asking yourself, when deciding whether or not to commit to one of our expeditions.

- Have you done anything arduous in the last 10 years where you had to show resilience and commitment for a significant period of time to achieve a goal?
- Can you cope with camping?
- Could you cope with being hot, tired and uncomfortable with no immediate means of respite?
- Can you follow through with something and not quit when things get tough?
- Are you free of medical complaints that may be aggravated by such an undertaking?
- Are you tolerant of other races, religions and cultures?
- Are you able to work well as part of a team?
- Work is required from expedition members to carry out basic maintenance and inspections on their own vehicles, as well as cooking and setting up camp in the evening – is this acceptable to you as a paying customer?
- Are you inspired by the concept of a challenging adventure that very few people have experienced or would be brave enough to experience?

If you find yourself answering an emphatic “no” to any of these questions then these expeditions may not be for you. If you need more detailed information about what you can expect on your expedition then simply get in contact with us, we will be glad to advise you.

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, although we expect most, if not all to be English speakers. They may be experienced bikers, 4x4 enthusiasts or relative novices but we can guarantee that there is little chance any of them will have done anything like this before.

How to apply

It couldn't be easier. Just complete the online booking form on the Prices and Booking Page on our website at www.kuduexpeditions.com, or fill out the booking form which you can download from the website, and post it with your deposit to:

Kudu Expeditions Limited
PO BOX 222
ST NEOTS
PE19 9AF
United Kingdom

If you do not have access to the internet then you may request a joining form through the post by dialling +44(0)1480 819364. You may also request one by e-mail from info@kuduexpeditions.com. The most important thing is that you are well informed of what these adventures entail before departing with your hard earned money.

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 the Trans-Africa Expedition training will be held over two days no more than 3 weeks prior to the departure date, and you will be given plenty of notice of when and where it will happen. All training is included in the price, and all you need to bring is enough money for food and maybe a drink or two in the evening in the hotel bar. Training for the Paris – Dakar and Dakar – Paris expeditions is carried out over one day prior to the departure of the outbound leg. Participants will be informed well in advance of where and when this will take place.

Training topics

Over the course of the training packages you will cover the following areas:

- Off road skills
- Basic mechanics
- Briefing on the hazards associated with riding/driving in African countries
- Techniques for safe riding/driving in rural areas
- Techniques for safe riding/driving in urban areas
- Equipment familiarisation
- Accident and emergency procedures
- General information on countries to be visited and the planned route

What will I need to bring with me?

- Motorcyclists only - All personal protective riding clothes and equipment (prepare for off-road riding)
- Overnight kit
- Driving licence
- Yellow fever vaccination certificate
- Passport
- International driving permit
- Travel insurance documents
- 3 x photocopies of all documents
- Spending money (for non-inclusive meals and drinks)

Those using their own motorcycle or 4x4 on the expedition should also bring the following:

- The motorcycle or 4x4 to be taken on the expedition
- V5 (logbook) as proof of ownership
- Carnet de Passages en Douane (Contact us for information on how to go about obtaining a Carnet de Passages and what exactly this document is for)
- Proof of vehicle insurance
- 3 x photocopies of all documents

PRICES

PLEASE VISIT OUR WEBSITE FOR CURRENT PRICES

A non-refundable deposit of £450 for the Paris – Dakar and Dakar – Paris expeditions, and £1500 for the West Africa Explorer and U.K. to South Africa expedition secures your place on the expedition. We will make every effort to refund these deposits where a customer drops out and a replacement can be found, however this is entirely at the discretion of Kudu Expeditions. Full payment is due 4 weeks prior to the departure date for the Paris – Dakar and Dakar – Paris Expeditions, and 8 weeks prior to departure for the West Africa Explorer and U.K. to South Africa Expeditions.

How do I pay?

You can now book your place online - simply go to the "Prices and Booking" page on the website and follow the instructions there. Payments can be made by cheque or bank transfer. Cheques made payable to "Kudu Expeditions Limited" should be sent to:

Kudu Expeditions Ltd
PO BOX 222
ST NEOTS
PE19 9AF
United Kingdom

Alternatively you can make a bank transfer using the following details:

Kudu Expeditions Limited
Lloyds-TSB Bank
4 The Cross
Worcester
WR1 3PY
United Kingdom

Sort Code: 30-99-90 Account Number 3865636

I-Ban Number: GB60LOYD 3099 - 9003 - 8656 – 36 Swift Code: LOYDGB21126

Spending money

What non-inclusive costs will I incur?

The main non-inclusive cost is most likely to be fuel, your flight home and personal spending money on non-essential items such as carvings and other presents. 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:

Paris – Dakar and Dakar – Paris:

- Fuel (motorcycles) - £240 (based on 15mpl)
- Personal spending money - £100 to £600 depending on budget
- Travel (medical) Insurance - £100
- Road/Bridge Tolls - £20
- Sleeping equipment - £40 to £100 depending on budget
- One-way flight - £250 to £380 depending on budget
- Miscellaneous local admin fees - £30
- Third party insurance - £85

West Africa Explorer:

- Fuel (motorcycles) - £480 (based on 15mpl)
- Personal spending money - £450 to £1,500 depending on budget
- Travel (medical) Insurance - £150
- Road/Bridge Tolls - £30
- Sleeping equipment - £40 to £100
- Return flight - £450 in economy
- Miscellaneous local admin fees - £50
- Third party insurance - £100

Trans-Africa:

- Fuel (motorcycles) - £1000 (based on 15mpl)
- Personal spending money - £900 to £3,000 depending on budget
- Travel (medical) Insurance - £200
- Road/Bridge Tolls - £50
- Sleeping equipment - £40 to £100
- Return flight - £450 in economy
- Miscellaneous local admin fees - £100
- Third party insurance - £140

Getting money abroad

Euros are now much more popular than Dollars and you should carry them in smaller denominations for ease of changing (10, 20 and a 50 Euro notes).

We recommend that no more than 30% 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 come from the use of *Visa* ATMs in capital cities, the use of credit cards (only in up market hotels and shops in most African countries) or cash transfers using organisations such as Western Union.

MOTORCYCLISTS

Opting to ride a Kudu owned bike

What *is* included

When you opt to ride one of our BMW bikes we become largely responsible for keeping it on the road at no extra cost, however 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 when opting to ride one of our bikes:

Bikes and riding equipment

- BMW F650 GS (Dakar variant may be requested dependent on availability)
- Spare tyres
- Intercom system
- Tank bag

Mechanical support

- Support vehicle with mechanic to fix or recover bikes if required
- Spare parts

- All equipment required to service and repair bikes
- Oil/fluids

Administrative support

- Visas
- Carnets de passages en douane
- Camping/Accommodation
 - Hotel room fees
 - Tents (1 x tent per person) and camping charges when applicable
 - Communal cooking and eating equipment
 - Food/Tea/Coffee (financed from food kitty)
 - Filtered water for cooking and washing food
- First Aid (and use of emergency medical equipment) with Kudu Expeditions qualified medic or paramedic.
- Ferry charges
- 3rd party motorcycle insurance to cover only travel in the European Union and only available to those who qualify. Qualification criteria is available on request, but if you find that you are not eligible don't worry – we will be able to help.

What is *not* included

Mechanical support

Kudu Expeditions are under no obligation to repair or recover Kudu owned bikes where damage or failure has occurred due to negligence or irresponsible behaviour. In these circumstances charges for damage may be raised and no refunds will be offered.

- Examples of negligence are – failure to secure a bike in the correct manner (as per pre-trip instruction) leading to its theft or damage, and failure to take reasonable care of the bike for the duration of the expedition.
- Examples of irresponsible behaviour are – failure to heed the advice of Kudu personnel resulting in damage, or unauthorised off-road use leading to damage.

Administrative support

- Fuel
- Sleeping equipment (sleeping bag, roll mat etc)
- Miscellaneous personal camping equipment (torch, penknife etc)
- Medical costs beyond those incurred as first aid. This relates in particular to those incurred to third parties. All participants must have comprehensive medical insurance cover which includes repatriation to their own country.
- Border administration - miscellaneous local administrative fees encountered are payable by customers.
- Costs incurred conducting independent tourist activity and all park fees.
- 3rd party motorcycle insurance. It is customers' own responsibility to obtain this type of insurance. Assistance and advice will be given by Kudu personnel to enable you to do this.

Opting to ride your own bike

What *is* included

Bikes and riding equipment

- Intercom system

Mechanical support

- Support vehicle with mechanic to fix or recover bikes which have failed mechanically or been damaged. Costs incurred to third parties (e.g. local mechanics, parts or shipping agents) are not included. Customers will be liable for any such costs incurred to Kudu Expeditions.
- Recovered bikes will be fixed at the next most convenient location with the rider travelling in the support vehicle at no extra cost.
- Access to Kudu Expeditions' motorcycle parts acquisition and shipping service. In the event that your bike requires a replacement part that cannot be sourced locally, we can source this part in the UK and ship it out to Africa. The cost of the part, and the cost of shipping only will be billed to the customer – Kudu Expedition will not charge any additional costs for this service.
- Spare parts (carried by the support vehicle) for Kudu owned bikes which can be used to fix non-Kudu bikes may be used at the discretion of Kudu Expeditions.
- All equipment required to service and repair Kudu owned bikes may be used to service and repair non-Kudu bikes at the discretion of Kudu Expeditions.

Administrative support

- As for customers riding Kudu bikes listed in the previous section.

What is *not* included

Mechanical support

- All costs incurred to third parties (e.g. local mechanics) are not included. Where significant costs are incurred to Kudu Expeditions, customers will be liable for those costs.
- Kudu Expeditions are under no obligation to repair non-Kudu owned bikes, although we will normally make every reasonable effort to do so entirely at our discretion.
- Refunds are not available where a customer is unable to ride his own motorbike due to mechanical failure or damage.

Administrative support

- As for customers riding Kudu bikes listed in the previous section.

THE MOTORCYCLES

Kudu Expeditions' Motorbikes

If you opt to take one of our bikes you will be riding a BMW F650 GS. 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 they are also extremely comfortable and easy to ride.



Depending on availability you may opt to ride the Dakar version. In effect this bike is the same as the standard version above but is taller and will give you better off-road riding ability with long travel suspension and a larger front wheel. It is less easy to handle and manoeuvre in crowded and hectic towns and cities however, which is where the standard GS is better.



Both bikes have the same basic engine and specifications:

- 652cc single cylinder 4 stroke
- Water cooled
- Chain drive
- Electronic fuel injection
- Electronic ignition

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 and maintenance 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 bike 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

Paris – Dakar

For those undertaking the Paris – Dakar and Dakar – Paris Expeditions, many more models of bikes are suitable than is the case for the Trans-Africa Expedition. This applies especially for riders not wishing to undertake the off-road desert crossing in Mauritania. In these circumstances the only off road riding required will be for very short stretches when the expedition is bush camping, and then it will typically be no more than 500 metres or so off to the side of the main road. For these riders most motorcycles of 400cc or more will be capable of making the trip – the main factors for your consideration will be reliability and comfort! For those riders wishing to undertake the off-road desert crossing the most suitable bikes will be one of those listed under the Trans-Africa paragraph below. If you need any advice in deciding whether or not to take your own bike then simply get in contact with us and we can advise you.

Trans–Africa

We must be certain that your bike is up to the job. Although people have crossed Africa on anything from Harley-Davidsons to scooters, it is common sense that some motorbikes are more suited to trans-Africa expeditions than others. Your bike must be able to keep up with the expedition's progress no matter what the terrain and it must also be mechanically sound and not too old.

Adventure motorcyclists will argue until they are blue in the face as to the pros and cons of each model. The bikes given below (by no means a definitive list) would be deemed suitable for African travel 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 600cc.

Expedition applicants may be rejected 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!

- BMW F650 GS and Dakar, R1200 GS, R1150 GS, R1100 GS, R100 GS
- Honda XR650L, Dominator, Africa Twin
- Yamaha XT600, 660R
- Kawasaki KLR650
- KTM Adventure
- Suzuki DR650

How do I get my bike back to the UK or out to Banjul?

You can let us do it for you! See page 26 for more details.

If you prefer to arrange your own shipping then agents are readily available in the U.K., Banjul and Cape Town and organising air or sea freight to almost anywhere in the world is easily done. Kudu Expeditions' personnel can advise you on how to go about shipping your bike and we have developed reliable connections for shipping bikes to, and from the relevant cities – all you have to do is ask!

What if it breaks down?

Kudu Expeditions cannot 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 comes 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 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.

The progress of the expedition cannot be delayed excessively waiting for an expedition member's bike to be repaired. In these circumstances alternative arrangements will be made in discussion with the expedition member concerned. A number of options are available including:

- Shipping the bike and expedition member to the U.K.
- Shipping the bike to the U.K. with the expedition member continuing in the support vehicle.
- Leaving the customer with the bike to be repaired with instructions on how to catch up with the expedition at a later date.

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 vehicle.

4X4 DRIVERS AND PASSENGERS

Using and maintaining your own 4x4

Will my vehicle be suitable?

Good news - the simple answer to this is "almost certainly". Most, if not all 4x4 vehicles are capable of undertaking trans-African travel, and many two wheeled vehicles will give it a very good go too. From Landrovers to Toyotas, Suzukis and Nissans amongst many others – they have all done this kind of thing before, and very successfully too. Your main concern will probably be which modifications will be required.

Vehicle modifications

Good news here too – there are absolutely no essential modifications at all for most 4x4 vehicles on the road today. Beyond a good service and thorough inspection, there is a very good chance that it is ready for Africa right now. There are plenty of modifications you may still wish to consider which can make your vehicle stronger, and make it more comfortable for you to live from, and we are happy to advise you on this. When you book onto one of our expeditions you will get a full vehicle inspection and consultation where we will explain the options to you – specifically with your personal budget in mind. Examples of modifications you may consider are as follows:

- Roof rack
- Roof tent
- Upgraded suspension
- All terrain tyres
- Water filtration system
- Awning
- Lighting
- Fridge
- 240V power

There are thousands more modification options, and it is easy to spend thousands of pounds modifying your vehicle, often unnecessarily. We are committed to saving you money and giving you sound advice, so if you have any questions relating to the suitability of your vehicle, or modifications you are considering, please get in contact with us by e-mail or by phone. We are here to help!

Vehicle spares and consumables

It is advisable to bring a number of spare parts and consumables with your vehicle. Most are inexpensive items, such as filters and oil etc. When you book onto one of our expeditions you will receive a customer preparation pack which will give you our recommendations of what you need to bring.

How do I get my 4x4 back to the UK?

You can let us do it for you! See page 26 for more details.

If you prefer to arrange your own shipping then agents are readily available in the U.K., Banjul, Accra and Cape Town and organising sea freight to almost anywhere in the world is easily done. Kudu Expeditions' personnel can advise you on how to go about shipping your 4x4 and we have developed reliable connections for shipping to, and from the relevant cities – all you have to do is ask!

What if it breaks down?

Kudu Expeditions cannot be held responsible for the mechanical failure of non-Kudu owned vehicles but you will have access to the spares, equipment and mechanic expertise that comes with the support vehicle under the direction of the Kudu expedition's leader. Assistance will generally be given free of charge but costs incurred to third parties must be paid by the expedition member. We will make every effort to fix your vehicle 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.

The progress of the expedition cannot be delayed excessively waiting for an expedition member's vehicle to be repaired. In these circumstances alternative arrangements will be made in discussion with the expedition member concerned. A number of options are available including:

- Leaving the customer with the vehicle to be repaired with instructions on how to catch up with the expedition once the repair has been made.
- Shipping the vehicle and expedition member to the U.K.

What *is* included

Mechanical support and equipment

- Support vehicle with fully qualified mechanic to fix or recover vehicles which have failed mechanically or been damaged. Costs incurred to third parties (e.g. local mechanics, parts or shipping agents) are not included. Customers will be liable for any such costs incurred to Kudu Expeditions.]
- Access to Kudu Expeditions' vehicle parts acquisition and shipping service. In the event that your vehicle requires a replacement part that cannot be sourced locally, we can source this part in the UK and ship it out to Africa. The cost of the part, and the cost of shipping only will be billed to the customer – Kudu Expedition will not charge any additional costs for this service.
- Recovered vehicles will be fixed at the next most convenient location by Kudu staff, or at a local garage if additional facilities are required.
- Spare consumables (carried by the support vehicle) for Kudu owned vehicles may be used free of charge at the discretion of Kudu Expeditions.
- All equipment required to service and repair Kudu owned vehicles may be used to service and repair non-Kudu vehicles at the discretion of Kudu Expeditions.
- 1 x short range 2 way radio.

Administrative support

- Visas
- Camping/Accommodation
 - Tents
 - Communal cooking stove with fuel
 - Cooking implements
 - Eating and drinking implements
 - Food/Tea/Coffee (financed from food kitty)
 - Water for cooking and washing
 - Ablution equipment (toilet/washing facility)
 - Accommodation fees
- First Aid (and use of emergency medical equipment) with a qualified Kudu Expeditions medic or paramedic.

- Border crossing administration (meaning the acquisition of visas, negotiation with border officials etc – not miscellaneous local administrative fees encountered)
- Ferry charges
- Liaison with civil or military police
- Cost of guides relating to expedition route (meaning costs incurred conducting independent tourist activity (e.g. game park guides) are not included).
- Assistance with obtaining 3rd party insurance. Kudu expeditions will assist in participants obtaining the relevant insurance but are not responsible for participants having such insurance.

What is *not* included

Fuel and Mechanical support

- All costs incurred to third parties (e.g. local mechanics) are not included. Where significant costs are incurred to Kudu Expeditions, customers will be liable for those costs.
- Fuel, oil, fluids.
- Kudu Expeditions are under no obligation to repair non-Kudu owned vehicles.
- Refunds are not available where a customer is unable to continue on the expedition due to the mechanical failure or damage of his or her vehicle.

Administrative support

- Carnets de passages en douane
- Sleeping equipment (sleeping bag, mattress, sheets etc)
- Miscellaneous personal camping equipment (torch, penknife etc)
- Medical costs beyond those incurred as first aid. This relates in particular to those incurred to third parties. All participants must have comprehensive medical cover which includes repatriation.
- Border administration - miscellaneous local administrative fees encountered are payable by customers.
- Costs incurred conducting independent tourist activity and all park fees.
- 3rd party vehicle insurance.

EXPEDITION SUPPORT

What constitutes trip support?

Taking up to 15 vehicles across the Sahara and through the rainforests of central Africa is a challenge for people and machines alike. The 4x4 support vehicles will be driven by employees of Kudu Expeditions and are equipped to keep our vehicles and expedition members on the road. They carry emergency medical supplies, spare parts and tools to deal with almost any eventuality. They also carry the majority of expedition members' personal kit and camping equipment to make our nighttime stopovers a pleasant and comfortable experience.

Staff

All expeditions are accompanied by a qualified mechanic, medic and experienced guide. In addition cooking duties are carried out under the direction of Kudu staff. Expedition members will be expected to assist with food preparation and general camp administration on a rotational basis.

Accommodation and Bush camping

Please see the Kudu website for the percentage split between hotel and camping accommodation that is relevant to your expedition.

If you have decided that you have what it takes to cross Africa on a motorcycle or in a 4x4, then bush camping 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 or official campsites.

When bush 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 and drivers, 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 to help, and before long you are tucking into a healthy and filling evening meal.

The support vehicle will carry tables for cooking and washing, and chairs for you to slump into around the campfire when darkness falls. Shower bags will be provided to enable you to have a good wash in the evening. These typically carry about 10 litres of water and can be heated by solar radiation during the day. Once you have put up your tent and set out your sleeping bag and mattress you will probably find yourself ready for a good night's sleep.

The morning routine will usually consist of a fairly early rise, more filling and healthy food for breakfast with cups of tea or coffee, and a quick pack-up ready for the briefing on the day's adventures to come. People tend to find that the routine of bush 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 on our longer expeditions to give you a chance to re-charge your batteries, and get a good night's sleep in a proper bed at regular intervals.

Expedition food

It is essential for the health and overall well-being of expedition members that they are well fed every day. Food will tend to be simple, healthy and filling and much of it will be purchased fresh on a daily basis.

- Breakfast will consist of cereal, toast, eggs, fruit, tea and coffee.
- Lunch will typically be baguettes, fruit, pasta, rice, stew and tea or coffee. On many occasions expedition members prefer to purchase their own lunch en route (local rice

and meat dishes) which are readily available – but lunch will always be provided when required from the kitty on the UK to South Africa expeditions.

- Dinner will typically be pasta, rice, locally procured meat or fish, stews, fruit, tea and coffee.

Standards of hotel accommodation

We will often be staying in hotels and they will be selected for being clean and secure. If the accommodation on offer is more basic than an expedition member may wish at a certain time they can usually find alternative accommodation with the help of Kudu personnel at their own expense.

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.

PREPARING FOR DEPARTURE

Personal documentation

All personal documentation will 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 5 empty pages for the Paris – Dakar and Dakar – Paris expeditions, and 20 empty pages for the UK to South Africa expedition
- Passport photos (6 for Paris – Dakar and Dakar – Paris, and 24 for U.K. to South Africa)
- Credit/Debit/ATM card
- Travellers cheques
- Driving licence
- International Driving Permit (available from your automobile association e.g. RAC, AA and Green Flag in the UK)
- 3 x Photocopies of the key pages of all documents
- Yellow fever vaccination certificate
- Inoculation record book
- Return ticket if already booked

If using your own bike or 4x4 you must also bring the following items each with 3 x photocopies:

- Carnet de Passage (Contact us for information on how to go about obtaining a Carnet de Passages and the extra cost involved)
- V5 logbook
- Third party insurance and green card covering Europe and Morocco.

2 x photocopies of documents will be collected by Kudu Expeditions' personnel during the training weekend.

Visas

- For the Paris–Dakar trip all visas will be obtained en-route and for the Dakar–Paris trip you need to get your Mauritania visa before departure.
- For the U.K. to South Africa trip some visas may have to be obtained in the U.K. prior to departure. This may be done by individuals, or by Kudu Expeditions. We may require your passport in the run up to the departure date for the visas to be obtained. More information concerning when, and for how long can be given nearer the time.

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

Kit lists

The following lists are for the motorcyclists on the expedition who have limited space for storing their personal kit and equipment. Expedition members in 4x4 vehicles will obviously have significantly more space to carry their kit and so may pack and bring whatever they wish, using the following as a guide.

Motorcycle 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 | - | A motocross type is recommended but not essential. Whichever helmet you decide to wear it's advisable to be able to wear motocross goggles with it (a normal "full-face" helmet without goggles can be worn for participants not going off-road on the Paris – Dakar and Dakar – Paris Expeditions). |
| Goggles- | | Tints are recommended with a nose cover and clear tearaways to protect the lens from dust and sand. |
| Jacket/trousers | - | Waterproof, detachable inner, easily accessible pockets, vents and synthetic material not leather. |
| Boots | - | High leg motocross/enduro type essential (other than for participants not going off-road on the Paris – Dakar and Dakar – Paris Expeditions). |
| Gloves | - | 1 x warm set for Spain and the Atlas mountains, and 1 x light leather set. |
| Head over | - | A cheap and light means of keeping warm for Spain and the Atlas Mountains. |

Ear plugs - 1 x pair per week is recommended as a minimum for health and hygiene reasons.

Camping equipment

You may bring a rucksack in which to carry your personal possessions but it is by no means essential. Each expedition member will receive a tough 70L waterproof container in which to store their kit on the support vehicle. 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.

- Small day sack
- Sleeping bag (light and compact)
- Inflatable pillow
- Roll mat and compact/inflatable sleeping mattress
- Head torch
- Sewing kit
- Compass
- Mosquito net
- Laundry soap
- Penknife (Leatherman or Gerber multi-tool recommended)
- Lighter
- 4 x bungees
- Water bottle/camel pack
- Cable ties

Personal clothing

You may well wish to take some smarter casual clothes for evenings out to good hotels or restaurants in the large cities and this is perfectly acceptable. The clothes that you wear on a day to day basis however, will get very dusty and dirty, and so the majority of garments that you bring (if not all) should be old or at least inexpensive.

- Light trousers/long skirt x 1
- Shorts x 1
- Swimwear x 1
- T-shirts x 5
- 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
- Anti-perspirant
- Foot powder
- Moisturiser
- Sanitary towels

- Compact travel towel
- Toilet roll
- Comb/brush
- Sun lotion (a 100% sun blocker is essential for nose and face)
- Insect repellent
- Wet wipes
- Nail clipper
- Headache tablets/non-prescription pain killers
- Small mirror

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

Miscellaneous items

- Camera
- Music
- Note-book and pen
- Guide book
- Michelin road maps (highly recommended) - 741 Africa North and West, 746 Africa Central and South, 745 North East Africa/Arabia

Health and hygiene

Good health and hygiene are essential to the success of the expedition, as without it illness will become a regular and very unpleasant aspect of the trip. If you become unwell then your concentration when driving or 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.

- **Pre-departure preparation**

- You must have all the relevant travel inoculations prior to departure. Your GP will be able to advise you on this. You must bring your inoculations booklet with you as evidence for local officials.
- You must have a valid yellow fever certificate.
- 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.
- Have sufficient anti-malarial tablets to last the duration of the expedition.
- Carry spare glasses in your 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**
 - The support vehicle carries the facility for motorcyclists to have a wash in the evenings and in the mornings. Take the opportunity to do so as it will keep you both physically and mentally healthy.
 - Normal good health and hygiene practices before eating and after going to the toilet will help stop stomach bugs.
 - You must only drink purified water, which is readily available in bottled form.
 - If you wish to eat from local street vendors you must accept the consequences – you will become ill sooner or later.
 - The cooking of meals when camping will be done to ensure the best possible hygiene is achieved.
 - You must keep yourself well hydrated every day.

More detailed information on how to keep yourself healthy in Africa can be obtained from the publications listed in the “further reading” section at the end of this document.

COMMUNICATIONS ON THE ROAD

- | | |
|-------------------|--|
| Mobile telephones | - Reception is usually available in towns and cities provided you have arranged a roaming facility with your service provider. By far the cheapest means of staying in touch is to take an “unlocked” mobile phone and purchase sim cards locally. |
| Internet access | - Internet cafes are becoming more and more common in African towns and cities and although often very slow, are cheap and easy to use. |

EXPEDITION COMPLETION

How do I get a flight home?

You can secure a flight home by:

- Booking on arrival at your destination which is generally the easiest and cheapest way of getting home. Kudu expeditions can assist you with this.

- Booking prior to departure (it is recommended that your ticket allows you to alter the return date as we cannot guarantee an exact expedition end date). This may require you to pay for both legs of the journey.

What happens to my bike or 4x4?

Kudu owned bikes will be handed back to Kudu Expeditions for us to arrange return shipping.

Shipping of Non-Kudu owned vehicles is the responsibility of the owner, however Kudu expeditions will happily offer advice and assistance with this and we can ship the vehicle for you for additional cost. See the following page for more details.

KUDU SHIPPING SERVICES

Please note – shipping is now included in price for some of our expeditions!

Using Kudu is the quickest and easiest way to get your bike or 4x4 to its destination! All you need to do is hand over the vehicle to us with its accompanying documentation and we will do the rest, including crating, delivery and collection. Prices vary depending on the vehicle's size and weight and whether or not you wish to use air or sea freight and the level of insurance you require.

Sea freight

It is a slow but secure means of transporting your vehicle and the greatest benefit is its low cost. Expect to pay from £300 to £750 but your vehicle will be out at sea for 16 days going to or from Banjul, and more than twice as long coming back from South Africa or Ghana.

Air freight

Only possible for bikes it is fast, easy but expensive! If you need your bike to arrive quickly then this is the only way to do it. Expect to pay from £800 to in excess of £1000.

For a quote simply get in contact with us.

FURTHER SOURCES OF INFORMATION

Lonely Planet Guide Books

"Healthy Travel Africa"
"Africa on a Shoe String"
"West Africa"
"Southern Africa"

Michelin road maps

"741 Africa North and West"
"746 Africa Central and South"
"745 North East Africa/Arabia"

Haynes manuals

"Motorcycle Basics Techbook"
"Motorcycle Maintenance Techbook"

British Foreign and Commonwealth Office
British Airways Travel Clinic
General travel information

www.fco.gov.uk
www.britishairways.com
www.travelhealth.com

