

18.10.2019 McBrides Camp

At 5:30a.m. our night is over. A loud „Wake up, Wake up” calls us out of bed. Chris wants us to get up quickly and help look for the lions. Everyone in the camp heard them roaring this morning – everyone except Dewi. With the two trackers, we try our best to locate the lions. Twice we find fresh prints but soon lose them again in the bush. While on the search we drive straight through the bush in the more than 50 years old Safari-Landcruiser. A great experience even if we were not successful finding the lions.





From the trackers we learn the trick, that burning dried elephant dung in a tin at the back of the Landcruiser, keeps the Tsetse flies away. We could maybe try the same for our Unimog, but would need much more elephant dung and a bigger tin...

Returning to the camp, we find the hippo „Lone Ranger” indeed sleeping in one of his three bedrooms. How funny! If he is in house, one better looks for a different path through the camp and does not get too close to him.



We have a quiet day in the camp and use the time to fix our right back light which has been damaged and ripped out of its mounting in the forest. We just realized now, that it is bend and dislocated. The bellows between the driver cabin and the cabin also is ripped, during an extreme entanglement in Kafue Park we even heard it ripping. However, that is a bigger project altogether.



P.S. October 18th is a national holiday in Zambia, the “Day of Prayer”. This national holiday was introduced by president Edgar Lungu in 2015 and is a day of Prayer, Fasting, Repentance and Reconciliation.

19.10.2019 McBrides Camp

Early morning, we participate in a walking safari with Chris and are joined by three Americans, who take advantage of the long weekend for an outing from Lusaka where they all live and work.

Close to the camp, Chris explains flora and fauna, he has so many stories to tell. Suddenly, we see vultures circling in the distance. We hope to find a kill and maybe the lions are still hanging around close by. We are picked up by the safari car and drive in the direction of the vultures, but soon they have disappeared.





Chris always carries with him a plastic container with cheese for his little friends...



It was a fantastic experience, but unfortunately, we have to leave. It is especially hard to leave the hippo „Lone Ranger” behind, who sleeps barely 5 m behind us. It looks like we

made him the most photographed hippo in the whole of Kafue Park. McBrides is a small animal lovers paradise and we will for sure be back.



We are dreading the drive back out, the fight with the Tsetse flies in the hot truck and the challenge to pass by and under the trees blocking the road and scratching the car. Well, there is no way around it and the drive is as hot and stressing as expected, but it helps, that we know the way already.

At 16:30 p.m. we reach a few ruins which we already scouted on the way in as a possible site for bush camping for a night. Maybe these houses were the former staff quarters for the former Kafue entrance gate? At the east side of the Kafue there is no more staffed entrance gate anymore and the park fees are payed directly to the camp sites. Only one more car is passing by that evening, the place seems safe, we decide to stay.

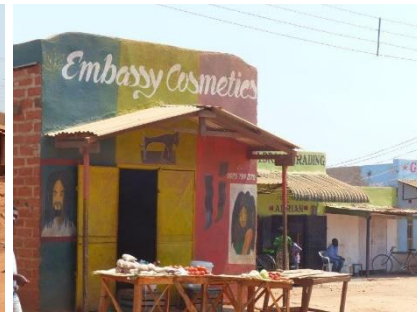


20.10.2019 Lusaka

Today we want to cover some ground and reach the capital Lusaka. Highest priority is to repair our spare tyre as without one, we do feel a bit "naked".

Again, we pass by the prison farm, see a few charcoal trucks and soon we reach Mumbwa. In Mumbwa or rather in all African villages the hand painted shop and store signboards are always so hilarious to read. We would like to photograph each one of them. One of our favourites is „Patricia’s Mixed Feelings Shop and Restaurant”...





Today is Sunday and lots of people are walking along the road. After church they do go to town. We notice that like in the good old days, on Sunday people dress up with their best Sunday dresses.





On the road side there are regularly cars and trucks which have been in an accident, mostly completely gutted only the metal frame is left over. Such a recent major truck crash we have however not seen for a long time.



On the road side the locals sell vegetables, mainly tomatoes, onions and cabbage. We use the opportunity to support the local economy and buy a few veggies. A whole bucket of tomatoes costs 10 KW about 0.70 USD. For the tomatoes, onions, and two cucumbers we pay about 1.80 USD.



In the early afternoon we reach Lusaka. The long road into town leads through industrial area, the number of cars and hence the traffic is increasing. We drive directly to the Eureka campsite at the southern end of Lusaka and are happy to have arrived.

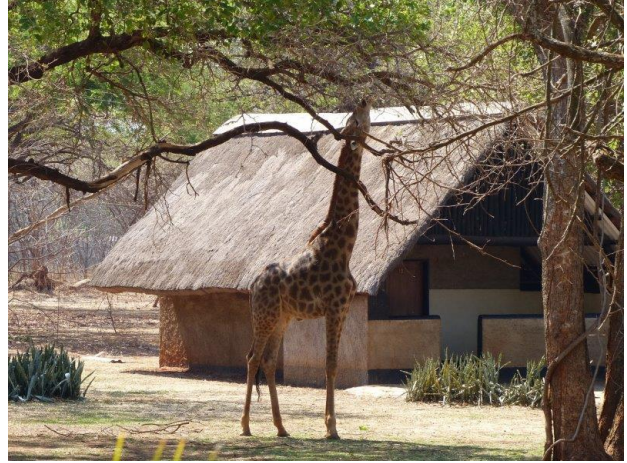


Just as we arrived at the campsite, a car of „German Truck Tech“ drives by. It turns out that this is Carsten, the only German truck master mechanic in Lusaka. We wanted to call him anyway tomorrow. What a coincidence! The same evening, he sends us the contact details of a truck tyre repair shop he can recommend and saves us a lot of time (re)searching for the right place. This was much easier and faster than expected.

21.10.2019 Lusaka



Wow, in the morning we can hardly trust our eyes, a giraffe is on the ground of the Eureka campsite! By the way, alcohol consumption yesterday evening was only moderate... How cool, it's like watching wildlife documentary while having breakfast.



As we want to exit the camp, the Zebras do not want to let us go and make no attempts to move. Zebras with donkey genes?

With the address of Bennie's Power Tyre repair workshop in our pocket we drive there directly after breakfast. Conveniently, the workshop is not far from our campsite. They have time and can tend to our problems immediately.

We are lucky, the crack in the tyre can just still be repaired. They are using a German technology called „Rema Hot Repair” method for which the staff has to be especially trained. This method is also used for mining trucks which have even bigger and more expensive tyres than ours. Sounds perfect.



As we are already in a tyre repair workshop, we use the opportunity to take out the tyre balancing powder from the two remaining tyres which still have it inside. The tyre balancing powder was not the best idea of the German expedition mobile manufacturer Füss. They put the powder in our tyres, but should have known or think of it, that this could potentially block up our tyre pressure control system.



The tyre was repaired from the outside and inside. The vulcanization has to dry for at least 24 hours, we can collect our tyre again the day after tomorrow.