

The 2CV Wilderness Tour

Every couple of years the 2CV group do a long run, this year after much debate we decided to do a tour to the Wilderness. Unfortunately several 2CV members could not join the group so we ended up with 5 from KZN and 2 from Gauteng and a 4 x 4 2CV/Samurai van join us from the Cape.



The start of the KZNers

On the 18th March 14 little cylinders burst into life, in the still morning air, the Hadadas took flight, chameleons covered and the Sparrows farted. Another one of our many 2CV adventures started. The KZN contingent grouped at Ixopo and travelled Kokstad (no road, totally desindegated), Matatiele to MacClear. Lunch at the Dachshunds Coffee shop and fill tanks, then to Elliot and onto Barkly Pass, 1st gear at times, places where you can't get any momentum. Overnight at The Mountain Shadows Lodge.



The Mountain Shadows Lodge Top of Barkly pass

19th March, SLOWLY down the pass, use gears and save on the brakes. Fill up at Elliot head to Dordrecht, Molteno and Steynsburg, fill up here. We meet up with the other 2 x 2CVs from Gauteng, had lunch. We set off via Middleberg to Graaff-Reinet where we stayed overnight at Profcon resort. Some members went up to see the Valley of Desolation, a beautiful sight. Dinner was at the Camdeboo restaurant at the famous Drosdy Hotel, a beautiful dinner venue. Whenever you find yourself in Graaff-Reinet this is the place to have dinner, booking is essential.



Meeting up with the Gauteng contingent of the tour

20th March, Today is the longest stretch of this part of the tour on the N9 pass Aberdeen to Willowmore, stop at Oppi Vlak farm stall for a browse around and a comfort stop. Fill up in Uniondale, here we saw some of the "Put Foot Rally" guys with their old timers. We then joined the N12 towards Outeniqua pass, stopped for lunch at the Roadside Deli. Then via George to Wilderness, Fairy Knowe Hotel was our destination for the next four nights. This is a place where I spend many weekends in the late 1960s and early 1970s water skiings...beautiful spot.. A 2CV 4 x 4 van joined us from Stillbaai. it is a Suzuki Samurai drive train with a 2CV van body. We had dinner at the hotel.



Oppi Vlak Farm Stall



View site top of Outeniqua pass.



Citroen 2CV body mounted on a Suzuki Samurai Drive train

21st March, at our leisure, drive to Hoekwill for a coffee, visit the Outeniqua Transport Museum, just relax around the hotel. We had dinner and Pomodora Italian restaurant, very good.



A view from our room at Fairy Knowe Hotel, Wilderness



One of the very nicely decorated benches at Brenton On Sea

22nd March, drive the 7 seven passes road to Knysna, Kaaimans River Pass.

Silwer River Pass, Touw River Pass, Hoogekraal Pass, Karatara Pass,

Homtini Pass, Phantom Pass. With the exception of the Phantom pass which was a bit rough, the roads were reasonable but very dusty. We ended up in Knysna went to the heads for viewing, what a beautiful sight, then on to Freshline Fisheries outdoor fish

restaurant. After lunch we all did our own thing some went to the Motor Cycle Museum, House of Classics and Sedgefield Classics. in the evening, we ended up each making our own snacks after the big scrumptious lunch.

<https://showme.co.za/george/tourism/the-seven-passes-route-2/>

This is a link to information on the Seven Passes

23rd March, was the high light we all went on a Power Van trip up the Outeniqua mountain through 7 seven tunnels with a picnic stop on the return. Beautiful scenery everywhere you looked, the vegetation was very lush, streams, rivers and waterfalls, the was water crystal clear

The Power Van is a small unit, can carry up to 16 people it is driven by a Perkins 6 cylinder diesel engine and the wheels are driven hydraulically. In tow was a carriage that could also accommodate up to 16 people. In earlier years these Power Vans were used to get maintenance teams to area where the rails needed to be repaired. Anybody, visiting this area, it is a must. It starts from the Transport Museum cost is R 200.00 per person, bring your own picnic.





There is some light at the end of the tunnel



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Pictures and video clip of the Power Van trip through 7 tunnels



Motor Cycle Museum in Knysna

24th March, We all had breakfast and then it was time to sadly say good bye, two 2CVs broke away from the group and headed for Cape Town and surrounding areas. Three 2CVs headed back to KZN, unfortunately one of the three 2CVs had a breakdown near Mt Fletcher and had to be put on a roll back and taken to Matatiele and was fetched by the owner the next day. The two other 2 CVs headed for Gauteng. The 2CV van explored further and did the Baviaans Kloof and the Hell.

The two that broke away headed out along the N2 and then at Swellendam got off the N2 and joined the R 62, to Roberston, Just as we were passing Riversdale there was a massive storm, the heavens just opened the 2CVs were as wet inside as it was outside, but both survived the storm. In Robertson the roads looked like a river and was deep, some roads were closed off. We went on to Worcester and Wolsely near Tulbagh. The other 2CV went straight through to Cape Town. Had a very pleasant couple of nights on the farm. On the Sunday my family got to together on the farm for big family braai. These people sure know how to braai, two whole fillets plus salads galore, not to mention the liquid beverage that just flowed and flowed. Was a lovely day..



Family braai, two full fillets

27th March we were on the go again to the West Coast, we travelled the by roads through the Boland and Swartland areas through many beautiful little towns, Riebeek West, Riebeek_Kasteel, Moorreesburg, Hopefield and so on. We had lunch at Paternoster, in the afternoon to Jacobs Baai for two nights at a friends home.. The next afternoon we went for a walk around and met up with Ben Havenga he used to own Panel Rite in Pinetown, he retired to Jacobs Baai a few years ago. We were invited in for a "bietjie Wyn" mid afternoon, 5 bottles later we staggered out. He sends his regards to all who know him.



Ben's tool cabinet to die for.



A pictures of Ben's racing cars.



Paternoster



Jacobs Baai



Braving the icy cold water of the west coast





a few snaps of my favourite pass, Bain's Kloof.

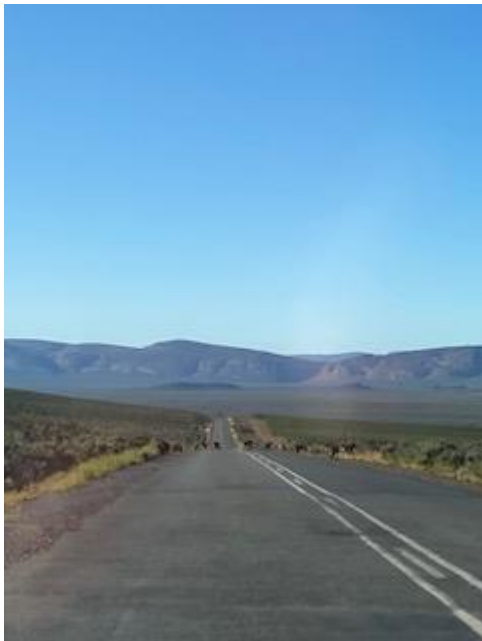
29th March, we left Jacobs Baai to go back to the farm, we went via Wellington and our favourite pass, Bains Kloof pass. We got back to the farm, did last minute checks on the 2CV in preparation for the long and lonely road home.

The other 2CV left early morning to return to KZN, they were taking a different route to us. We decided to stick to the N1 because of, hopefully no potholes, I was not happy driving through the Transkei on our own.

30th March, The little 2CV took flight once again this time homeward bound. We followed the route through Ceres R46 up the Theronsberg pass this pass was closed a few days earlier because of mudslides, luckily it was opened again. We continued to Touws River where we joined the N1. The N1 was surprisingly quiet, only a few trucks and a small amount of cars, thought it was going to be very busy. We took regular coffee stops at the Rest Stops, about 50 kilometres outside of Beaufort West we stopped to make coffee and as we were leaving

the Rest Stop a while Toyota double cab waved at us and sort of indicated that we could go so off we went. This bakkie followed us flashing his lights and waving, we thought he was just being friendly. This continue till we got into the main street of Beaufort West, thought I better pull over, I stopped got out of the car and this guy walked towards me, introduced himself to me and said all in Afrikaans he was a Free State farmer he wants to buy my car on the spot. He said has R 250k cash in his bakkie, the more I said it is not for sale the more he insisted. It ended with me saying that I would find him one, we exchanged numbers and we were back on the road.. We arrived home Saturday afternoon, Sunday morning my phone rang and it was him asking if I found him a 2CV, told him we had just arrived home and needed some time. two days later he called again, I said I need more time. The following day I located one and offered it to him, unfortunately it was a LHD and he was not keen. Nevertheless he kept calling me, eventually I found a right hand drive, we negotiated a price, he paid and fetched the car from the Cape the next day. This is the strangest sale I have ever had. .

Just outside of Richmond I looked in the rear view mirror and saw blue lights flashing and a siren going. We pulled over and Vivi in her usual crazy fashion jump out and asked the traffic officer if he just wanted to take a picture, he laughed but I think Vivi burst his bubble, he checked the license disc and my driver license and told us to enjoy the trip. it was a long drive to Colesberg, 710 kilometres checked in at the Merino Inn Hotel and Lodge. The last time I stayed there was 1992, that morning I was listening to the 06:00 news and an announcement was made the Chris Hani had been assassinated.



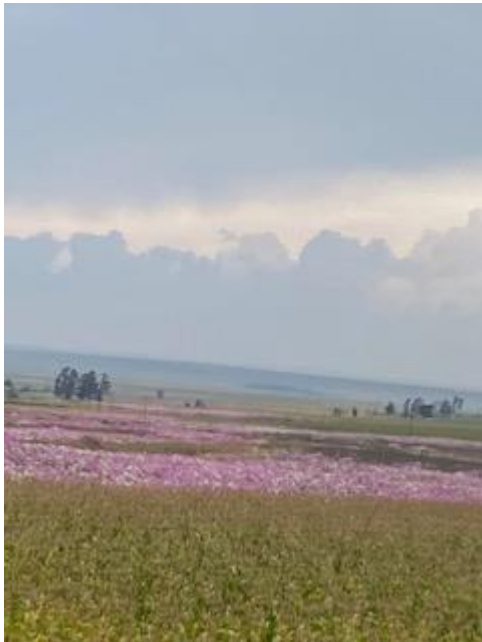
We were not alone, baboons ahead.



Coffee break on route



another coffee stop.



picture of the Cosmos field

31st March, we travelled through the Free State and what a lovely sight of fields of Cosmos in full flower. Our stay over, was at the Green Lantern Inn, at the top of Van Reneen's Pass , another long stretch of 600 kilometres. The 2CV performed so well, never missed a beat just purred along. We had a very pleasant evening, had dinner and a drink in the very nice bar full of memorabilia from all kinds of sports including motor sports, in the lounge there is an AJS DJ bike on permanent display.



The Green Lantern (1892) Pub

1st April, Our tour was coming to an end, today we only had a hop, skip and a jump to get home. However I was dreading van Reenes with the trucks but it was not busy at all. On route we stopped at The Windmill for a good breakfast before continuing on our last leg. Surprisingly the road was clear all the way, no hold ups, or back log of trucks, or accidents.



Check the reflection.

Our final calculations;

Distance travelled;	4228km,
Fuel consumed:	287.04 lt.
Fuel consumption:	6.78lt/100km
Oil used:	250ml

Considering the condition some of the roads and dirt roads we travelled, we had no punctures.

The performance and reliability of these little cars amaze me each time we tackle a long tour.

The next long trip is in the making Victoria Falls in two years time.