



## Directions from Windhoek To Desert Quiver Camp

(via Nauchas, Spreetshoogte Pass & Solitaire)

There are a number of routes to follow from Windhoek to the Desert Quiver Camp. The most direct route with (usually) the best road surfaces is given here. Others include taking the B1 South to Rehoboth and then on to Solitaire via the C24 and D1261 - a slightly longer route, the only advantage being the asphalt surface of the B1. Another would be following the C26 Walvis Bay road all the way to the C14 and then turning south to Solitaire - again a longer route.

Total Distance : **306,9 Kilometres**

Average Duration :  $\pm 4$  Hours

Road Surfaces : Asphalt - 17kms

Gravel - 289,9kms

### Road Legend :

B = Major Route (Asphalt)

C = Minor Road (Gravel)

D = District Road (Gravel)

- o Leave Windhoek via the **B1** Western Bypass (Sam Nujoma Drive).
- o Travel for 4,4 kilometres and turn left onto the **B1 Rehoboth road**.
- o Travel for 5,5 kilometres down the B1 and turn **right** onto the **C26 Namib Naukluft road** at the T-junction.
- o After 7,1 kilometres along the C26, the road surface changes from asphalt to gravel at a low bridge and maintains this surface for the duration of the trip (*please read the special notes for driving on gravel surfaces*).
- o Travel for 22,8 kilometres through the Amani Pass and turn **left** at the intersection (T-Junction), still following the **C26 Solitaire/Walvis Bay** via Gamsberg Pass road.
- o Travel for 70,7 kilometres along the C26 and then turn **left** at the Nauchas/Rehoboth intersection (T-Junction).
- o Travel for 53 kilometres along the D1261 to Nauchas.
- o Resuming once again on the D1261, turn **right** at the **Spreetshoogte** T-junction just down the road from the shop onto the **D1275**.
- o The viewpoints at the top of the Spreetshoogte Pass are reached after 16,4 kilometres along the D1275.
- o Thereafter, the road winds down the pass over some very steep sections in places. The gravel surface of the road has been covered in sections with concrete interlocking paving so as to improve traction.
- o Exercise extreme caution over this section, engage a lower gear and maintain a slower speed. *No coaches, caravans or trailers are permitted. They must use the Remhoogte Road, straight ahead at Nauchas.*
- o A further 34,4 kilometres down the D1275 from the viewpoints at the top of the Spreetshoogte Pass, turn **left** onto the **C14** at the **Solitaire** T-Junction.
- o Travel 9,3 kilometres down the C14 to Solitaire and turn **right** at the **C19/Sossusvlei intersection** (T-Junction).
- o Continue on the C19 from Solitaire for a further 71,3 kilometres.
- o At the **D826 Sossusvlei /Sesriem** intersection (T-Junction), turn **right** and travel for 12 kilometres.
- o The entrance to Desert Quiver Camp is on the left-hand side of the road.

[www.desertquivercamp.com](http://www.desertquivercamp.com)

**GPS:** S24°29' 14.2" E 15°50' 25.9" | For **emergencies**, please contact us on: +264 63 293 636

## Self-Drives To Desert Quiver Camp

The roads within Namibia are first class by African standards with nearly **4500 kilometres** of good tarred roads and an extensive network of district gravel roads. Driving is done on the left-hand side of the road with the speed limit being 120km per hour on major and minor routes outside of city limits and 60km per hour within city limits. It is highly recommended that a maximum speed of 80km per hour NOT be exceeded when travelling on ANY gravel or sand roads. The **wearing of seat belts is compulsory** for all vehicle occupants.

Wildlife wandering on roads is a special driving hazard in Namibia, especially at night. An encounter at high speeds with antelope or cattle can be fatal. The salt-surfaced roads at the coast can also be deceptively dangerous, especially when they have been made slick by morning or evening mist. Most major roads are undivided with one lane in each direction. Drivers should remain alert for passing vehicles and exercise caution when passing slow moving vehicles.

Driving under the influence of alcohol is illegal in Namibia. A charge of culpable homicide may be made against a driver involved in an accident resulting in death.

Flashing of high beams and similar signals could mean anything from a friendly greeting to a warning. When encountering a motorcade, motorists are encouraged to make way immediately and follow promptly any instructions given by the officials present.

Roadside assistance and emergency medical services outside of Windhoek may be unreliable or non-existent. Assistance on main roads that link Namibia's larger towns, however, is generally good due to quality cellphone networks. Emergency services contact numbers vary from town to town. The Namibian telephone directory has a list of emergency contact numbers at the beginning of each town listing.

### Very Important Information For Self-Drivers - Please Read!

## Driving On Gravel Or Sand Roads

Although the main routes in Namibia are tarred, more often than not one's travel plans will lead one to travel on a gravel or sand road. This is especially true for guests driving to Desert Quiver Camp as all roads leading to Sesriem are gravel surfaced.

These types of roads are usually well maintained, but sometimes one encounters heavily corrugated stretches. The unpleasant, 5 to 10cm deep grooves develop through too fast driving. The vehicles and their passengers are thoroughly shaken up on corrugated roads. It becomes supportable, if one virtually "flies" over these stretches by driving relatively speedily so that the wheels don't have to dip into each groove deepening. The optimal speed is usually about 80km per hour.

Each year car rental companies in Namibia register numerous accidents, usually with vehicles being rolled over. Inexperienced drivers get too far to the margin of the gravel roads that are usually slightly vaulted in the middle. When the driver then pulls the steering wheel around abruptly, the accident occurs. In particular, light four-wheel-drives react to such driving mistakes by rolling around the longitudinal axis and the vehicle turns over.

Drivers should reduce speed significantly for curves or turns and should heed all warning signs. Hitting a sand patch or driving around a curve too fast can easily result in a rollover or spinout. Many accidents on gravel roads occur when tourists exceed safe speeds on corners or in areas recently damaged by rains. There is only one way to avoid this: **PLEASE DRIVE SLOWLY!**

**There is a great deal of beautiful scenery and breath-taking views along the way;  
driving slowly allows one to take it all in...**

*There Have Been Numerous Tragic Fatalities On This Section As People Tend To Ease  
Concentration And Speed Up With The End In Sight.*

Please Drive Slowly (80kph Max) & Stay Away From The Shoulder Of The Road On The D826.

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