

HOW TO USE THIS BOOK

This handbook has been written from WEST to EAST for all general information. For borders, etc. where procedures differ E and W are used to point out the relevant points to WEST and EAST bound use.

All prices and rates of exchange are meant to be used only as a guide. It would be impossible to keep up with the constant change in fuel cost and the fluctuation of the money market.

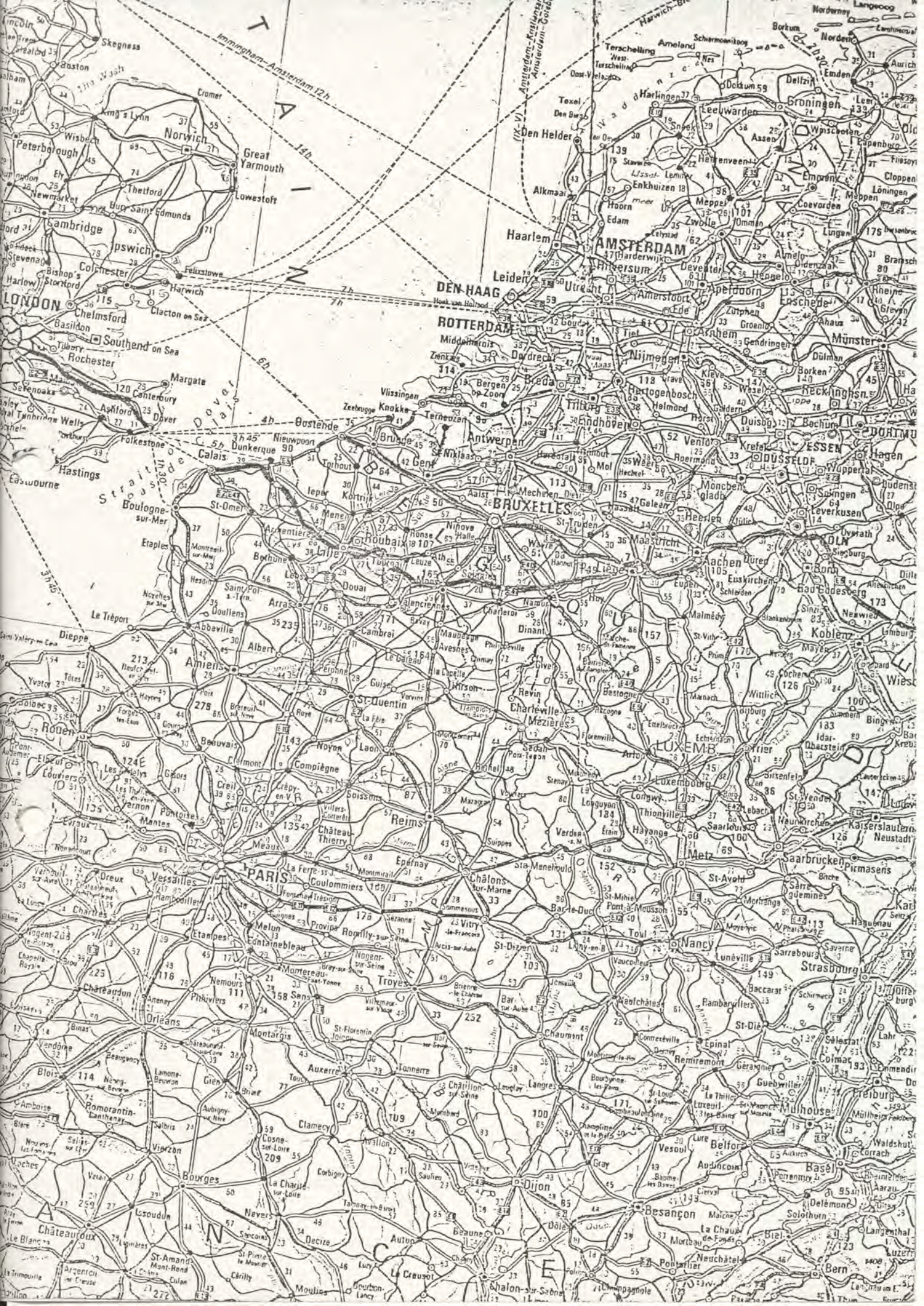
THIS BOOK IS NOT TO BE ALTERED IN ANY WAY EN ROUTE.

Any change or addition to it will be done in the London office.

When a driver wants to add or alter information in the handbook, please write it on loose paper and send it with trip reports and mail to London. The relevant page will be altered and a revised page sent to all trips on the road who will destroy the old page and replace it with the new page.

Useful General Information is at the back of the book along with a medical booklet and some trip cost sheets.

updated by Keith Miller, September 1976.
updated by Martin Crabb, March 1978.



From London to Turkish border
(covered briefly)

The object is obviously to transit Europe as quickly (and economically) as feasible. This should not be at the expense of the group. Especially eastbound - it's very easy to give the impression that everything's too rushed. Give them time to acclimatise, but also get them into efficient route and early starts ASAP.

Trucks for Asia now should have GREEN CARD insurance (i.e. full European cover) up to and including European Turkey.

- NB:
1. cover is valid for period and drivers stated on green card ONLY.
 2. Asiatic Turkey (i.e. east of Istanbul) is not covered.
 3. The cover includes full passenger liability in the whole of Europe. No further cover should be bought until Istanbul.
 4. In case of any small mishaps in European Turkey when local and green card insurance are both in force, use the local insurance first. This is simpler, and also keeps our record clean with British insurers.
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- E. CARDS WILL BE ISSUED BY LONDON OFFICE.
Ignore all further reference to insurance until Istanbul if green card in force.

E. W. SEE "ISTANBUL"
CARDS WILL BE ISSUED BY LONDON OFFICE.

W. SEE "ISTANBUL"

- W. Be extremely careful at Dover (or before Dover) on any contraband which EMS may be carrying.

Non-British nationals passports are dealt with separately and often require visas or proof of cash etc. No advance paperwork is required for any nationals which we carry - everything's done at Dover.

- E. Should have full tanks and 2 days fresh food to avoid leaving autobahn.
- E. Change money for Belgium, Germany, Austria on ferry. Belgium require only enough for pax road tax (200 BFr per vehicle). Not always charged but handy to have money ready.

Germany. Depends on road tax etc. Best to pay in £ or \$ for these if necessary.

Camp sites food etc about £50 per vehicle should cover.

Austria. Tell pax about how much they'll need. changing this on the ferry saves a lot of time at borders.

ROUTE 1

Ostend/Brussels/Liege/Aachen/Cologne/Frankfurt/Nuremberg/
Munich/Salzburg/Graz/(Heidelberg time consuming detour)
Limburg handy substitute, just as attractive.

If night Channel Ferry used, suggest using Limburg as first
night stop. This 400 kms from Ostend can be reached by
early afternoon. Pax have plenty of day light for learning
about cooking, tents and truck life.

Turn off autobahn at LIMBURG NORD follow signs for
campsite (3km). Campsite has all facilities :
nearby pool and sited beside river LAHN. Short walk to
old time town, pubs, shops, ancient buildings, Scholss, etc.

If on morning ferry you won't get much further than the
Belgian coast.

Good campsite at BLANKENBERG, between Ostend and Zeebrugge.
Then Limburg - Munich, etc.

ROUTE 2

ALTERNATIVE ROUTE IF FOR ANY REASON INSURANCE IS NOT
IN FORCE FROM UK.

OR DOVER/CALAIS FERRY IS USED FOR ANY REASON.

Calais/Lille/Mons/ and joining ROUTE 1 at LIEGE.

Insurance at Calais covers EEC.



ROUTE

LIMBURG autobahn via Frankfurt, Nuremburg, Munich.

CAMPING : known campsite near the zoo, not central. Not worth the effort for Munich, as it is difficult to park anywhere near the centre.

Munich - Salzburg : 4 hours

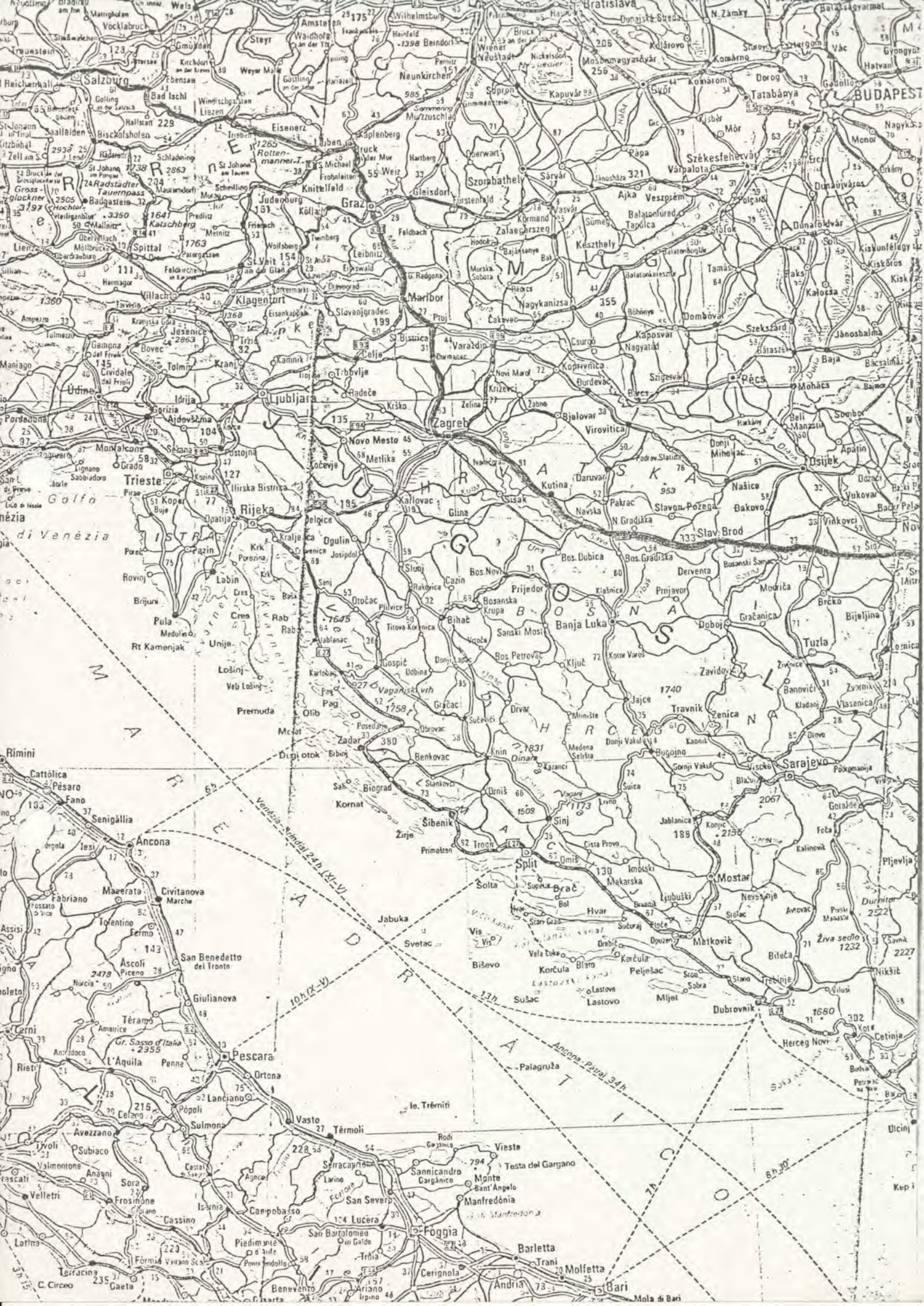
BORDER : Buy insurance at border.

W. AUSTRIA/GERMAN BORDER

is one of the most strict of the lot for dope. The Germans don't believe that anyone can have searched the truck as well as they can. They are 100% correct in their belief.

Appearance of self, truck and group is of
UTMOST IMPORTANCE.

Be certain that truck is as legal as possible,
i.e. lights, horn, flashers, etc.
Remove graffiti and adornments.



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AUSTRIA / YUGO.

AUSTRIA

SALSBURG TO GRAZ (last city) about half day. Good plan to camp in AUSTRIA and cross to Yugo first think and campsites etc better and cleaner and cheaper.

E. STOCK WITH VEG and then you don't need to get off autoput in Yugo.

E.W. Border crossing no problem. Road Tax possible.

CAMPING

Mr E Woerndel 79-8164

Rauchenbichlerstr.
Salzburg 8020

(BEST) (a) Stadt Rlic

Most recommended facilities.

Just off autobahn to Wien (Vienna),
turn off is Salzburg Nord. Does not become
too overcrowded as it is 2 Kms from Town Centre.
Management friendly. (Baksheesh beers for drivers)
EXCELLENT.

(b) Stadt Camping

Almost in centre, good facilities but expensive.

(c) Nord Sam

Individual camping bays laid out, run like a
concentration camp. Avoid !

Good Hofbrauhaus near centre of town.

LUCAS/CAV AGENT in Salzburg is the best electrical shop and most
helpful between Kathmandu and London.

GASTEIGER & KOLLER OHG
5020 Salzburg, Samergasse 20
TEL: (0 62 22) 77674

SALZBURG CITY

is small with alot of history.incl. Mozart Festival.
very fine castle overlooking the city. Many small shops,
bars and restaurants - a very welcome respite coming
westbound. Going east most problems should appear by
then so it is worth a 2 night stopover.

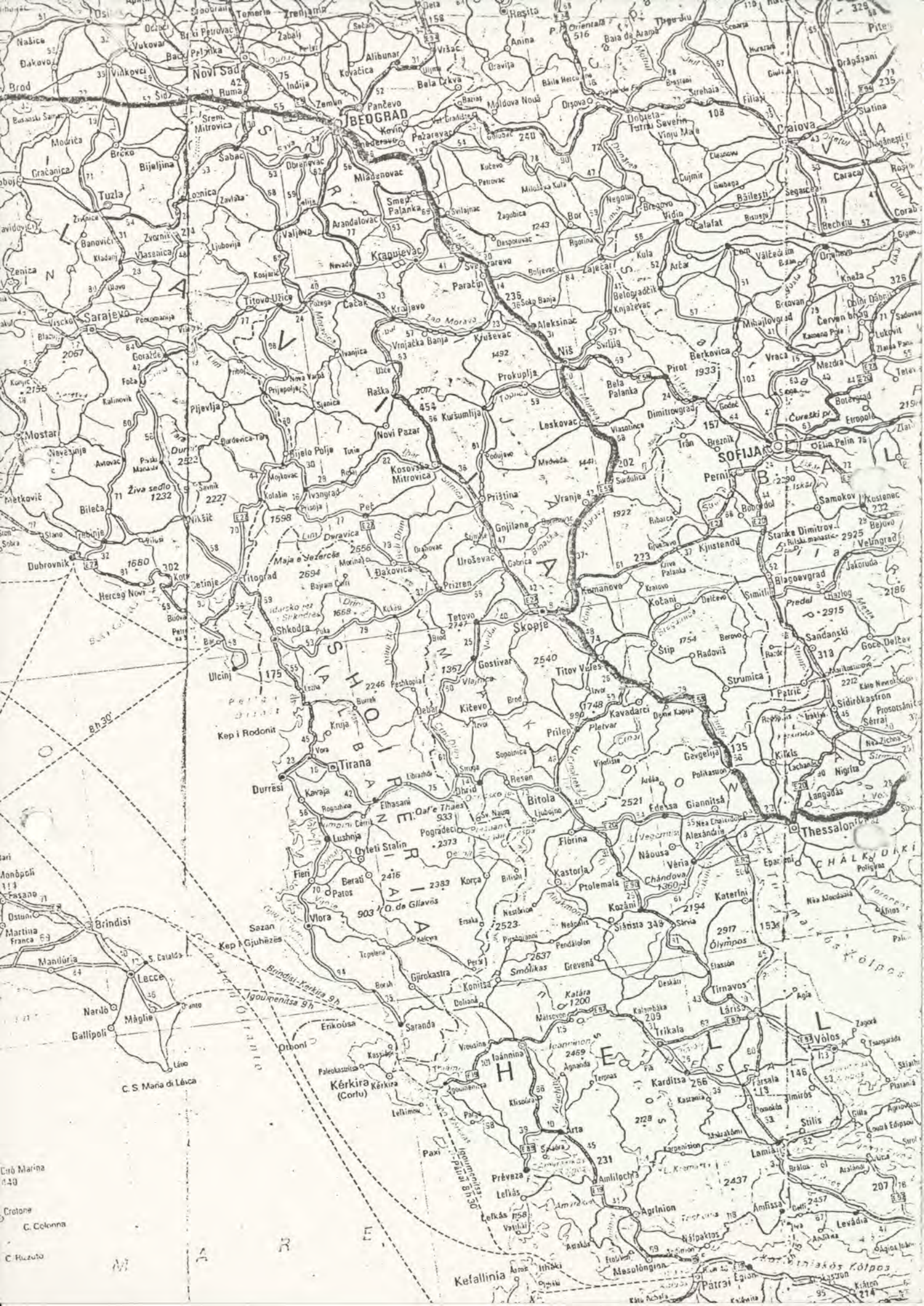
Easy parking in special bus parks near to centre of
city.

ROUTE

Salzburg-Hallein-Liezen-Leoben-Bruck-Graz-Lienitz.

HALLEIN

Salt mines,overpriced and not really worth it
at 87 schillings. However the cable car ride to the top
is worth it just for the views at 27 Sch.return.
Small scenic village at the top.



YUGOSLAVIA

Exchange rate	:	£1 = 36 dinars (June 75)
Diesel Cost	:	43p per gallon (June 75)
Fuel Costs	:	10 gals = £4 (July 74)
Time	:	2½ days
Money	:	£80
Distance	:	1,100 kms
Insurance	E & W	at tourist office on border.
		approx. £24 for 7 days.

1. ROAD TAX may be charged.

Argue but don't get too serious about it.
Pay up if you have to.

ROUTE

Maribor - (bypass Zagreb) Belgrade - Nis - (bypass Skopje)
Tito Veles - Greece.

Language : Germany widely understood

Daily Food

Allowance : Approx. 140 dinars

Countryside rather drab, scenery on this route not very interesting.

Petrol stations often give short change.

Main road (autoput) very boring, fairly fast, and very dangerous, (especially when wet). Campsites expensive, not usually very good. In summer they fill up very quickly around 5 p.m. with touring Germans etc.

If camping rough, get well away from the main road, peasants friendly but police always try to move you on.

Good vegetable market at Maribor, Belgrade and Nis and Slav Brod.

RECOMMENDED PLAN (which will be difficult to achieve on autumn and spring trips with limited daylight) is to transit Yugo in 2 long days and only stay one night.

Enter early morning and leave late afternoon.

CAMPsites on YUGO autoput are about 1 hour apart usually.

GRACE

ROUTE

Evzoni - Salonika - Kavalla - Keramoti - Thassos - Alexanderopolis (border)
- Istanbul.

E. INSURANCE available at restaurant 1 km after
border - left hand side of road, for £13.

CAMPING behind restaurant (free) very friendly and
helpful.

FROM HERE TO KERAMOTI IS 1 DAY INCLUDING SHOPPING STOP IN KAVALLA.

little to be seen on the route through Greece so might as well
'belt' straight to Kavalla (Roman Aqueduct) castle.

THASSOS Then take road out to Xanthe and 30 kms after
Kavalla turn right to Keramoti.

NOTE THASSOS MORE SUITABLE ON EASTBOUND THAN WESTBOUND
RECOMMEND 2 NIGHTS AND A 'BARBECUE ON BEACH.'
SOUTH WEST COAST OF TURKEY GOOD ALTERNATIVE TO
THASSOS.

KERAMOTI Good free camping, go past ferry departure point,
about $\frac{1}{2}$ km turn left, takes you onto long open
sandy beach.

FERRIES run every two hours, crossing takes $\frac{1}{2}$ hour to
reach Linen and stock up on booze, good place for
first meal out. Shop in Linen to Panagia (16 kms). 3 kms
below Panagia there is a first class bay and beach, good
free camping area, no pollution with a small village at
one end for booze, shopping and fresh fish. no meat
available. Watch out for wasps and bees.

Panagia has plenty of restaurants for meals out but
would require 24 hours notice.

REcommend two complete days here.

GREECE (cont'd)

RETURNING FROM THASSOS you can stop again at KERAMOTI. With good daylight Istanbul is 1 day from KERAMOTI. Otherwise leave Keramoti in time to cross border and camp.

IRAKLITSA

Alternative to Thassos, coming EASTBOUND, come down the hill into Kavalla, follow the campsite sign to the right, drive past the campsite and continue on coast road approx. 15 km from Kavalla, small fishing village. Can camp on small peninsular camp area (only minimal facilities, wash room and loos). The truck just gets through pine trees.

Cheap fish restaurants and bars, long beach, very scenic and cheap.

W. Border very particular about appearance and drugs.

ROUTE

Keramoti - Xanthe - Alexanderoupolis - Ipsala (Turkish border).

W. INSURANCE NOT AVAILABLE AT GREEK/TURKEY BORDER.
From border or first town phone GRIVAS VLASIOS
at the restaurant at EVZONI. (see handbook Yugo/Greek
border). Tel: 0343 51216.

HE WILL ISSUE COVER IMMEDIATELY. DROP IN AND PAY
FOR IT ON LEAVING GREECE.

GREECE

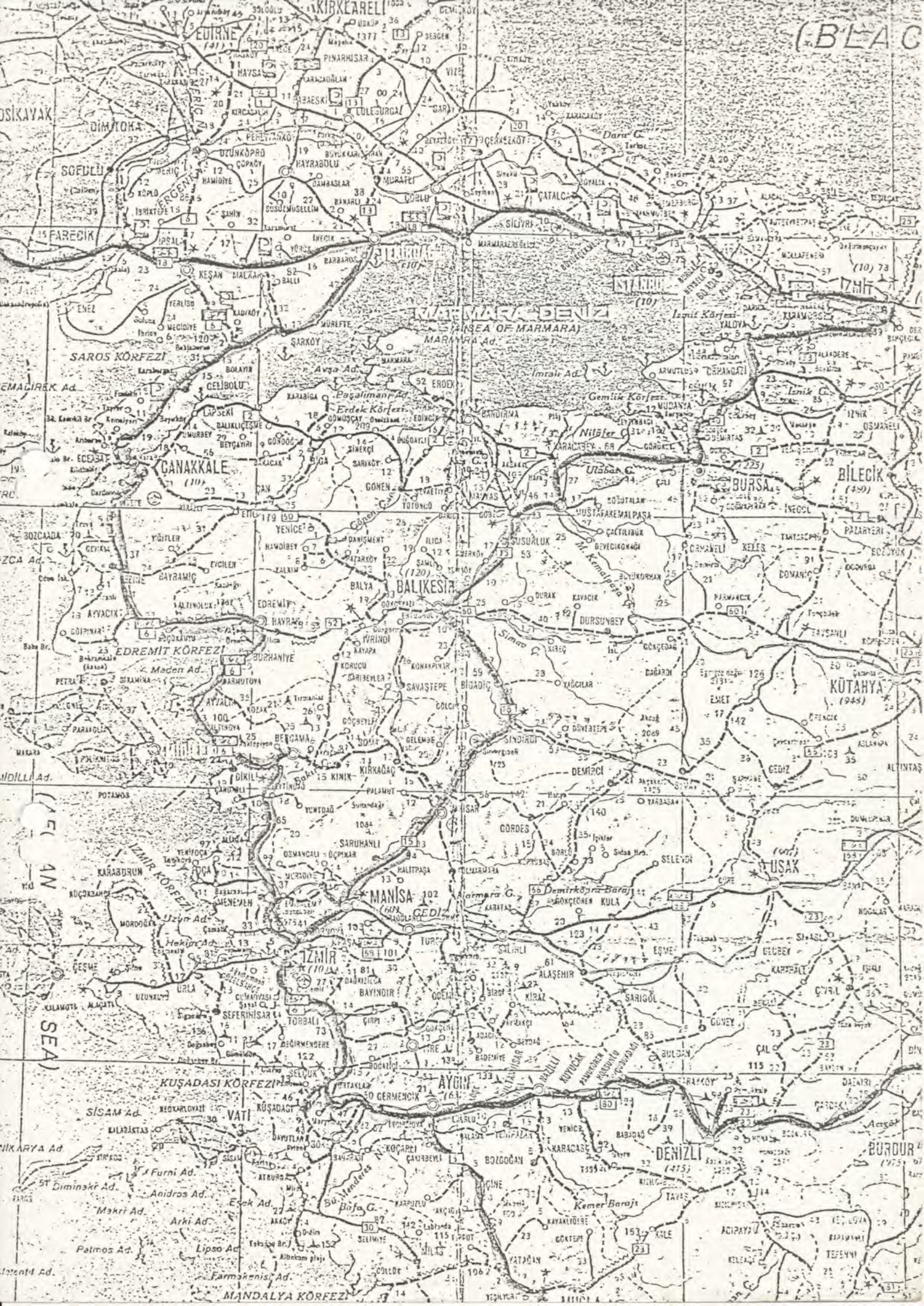
Rate of exchange £1 = 69 Drc.

Diesel Cost	:	36 per gal
Time	:	4 nights including Thassos
Money	:	£80 <i>Change</i>
Daily Food Allowance:	:	350 Drc
Distance	:	600 kms (including Thassos)
Time change	:	1 hour before GMT
Language	:	German widely understood, a little French, English spoken.

NOTE : EVERYTHING GETS CHEAPER as you get into Greece.

You should not need to spend ANY money on campsites. Most restaurants/bars will let you camp for free.

INDEX



TURKEY

Government

Turkey is a republic. Political authority is centered in the Grand National Assembly. President is elected for seven years.

People

Turkey has been a melting pot of socially and culturally distinct groups since early prehistoric times. From the north and northwest came Kithites, Phrygians and Gauls. From the west Mongols and Macedonians. The Turks came from the east introducing a new element of mixed Mediterranean-Mongoloid origin.

Capital : Ankara

Population (1970) : 35½ million

Languages : Turkish (mother tongue) over 90%
Kurdish about 7%
Arabic about ½%

Religion : Over 99% Muslim

Climate : Four climatic regions - Mediterranean climate on south and west coasts. The Black Sea coast has warm summers, mild winters and rainfall throughout the year. The high north eastern plateaux have warm summers but very severe winters. The semi-arid interior and southeast have cold moist winters and hot dry summers.

Time : GMT + 2 hours

Money : Turkish lira and kurus (pronounced KROOSH)

Banks : The Ottoman Bank, Galata, Istanbul

British High Commission: Sehiti Eran Caddesi 46A
Cankaya
Ankara Tel : 274310

British Consulate Gen : Tepebasi Beyoglu
Istanbul Tel : 447540

Fuel Costs : Diesel 33p per gallon
2.36 Turkish Lira per litre (June 75)

Insurance : Aksigorta Anonim Sirketi
~~Karakoy Meydani Aksu Is Hani~~ AKSIGORTA, SAL PAZARI
~~Karakoy Istanbul.~~ MECLISI MERUSAN, KARAKOY
Tel : 447538. Approx. cost FOR 1 year £12.
(see next page)

Approx. Distance covered : 3,200 Kms

TELEX

Londra Camping. No. 23415 (Callback LOKATR) Tel. ~~751165~~

MAIL

c/o Londra Camping

751165

RAMADAN

Major religious festival in all muslim countries. It is a real problem as all good muslims fast from dawn till dusk and become extremely sullen and bad tempered.

DATES

1976: 16 Sep - 17 Oct

ISTANBUL

3 nights, probably

1.

LONDRA CAMPING. 7 kms from Istanbul. Large, quite good facilities, pool etc. Relatively cheap. Lots of trucks (TIR) now stop here and tending to monopolise facilities somewhat. Still the campsite recommended.

2.

FLORYA not so crowded usually. ON BEACH. Train to centre of city, cheap and fast and quite convenient. Facilities moderate - turn right at airport approaching Istanbul. Well signed but watch headroom if you have roof rack or raised tilt ! Low railway bridge.

AYDINS GARAGE FOR REPAIRS.

AYDONS now being monopolised by TIR and very expensive.

Near BP & Londra (ask anyone and they'll tell you where he is). All facilities but a bit dear. Street side welding shops etc much cheaper.

TURKEY (cont'd)

Route

Istanbul - Tekirdag - Sarkoy - Gallipoli - Cannakale - Izmir - Ephesus - Denizili - Pammukkale - Burdur - Thermessus - Antalya - Side Alanya - Anamur - Silifke - Mersin - Derenkuyu - Nevesehir - Goreme - Kayseri - Malatya - Elazig - Mus - Tatvan - Baskale - Yuksekova (border) - Rezaiyeh

Duty Free Shops

One on Greek/Turkish border. Bottle of whiskey good investment and can be traded anywhere along the route. These shops only accept hard currency in cash. No local currency or travellers cheques.

Shopping

Shopping and obtaining fresh meat daily is no problem in Turkey.

Ruins & Archeological sites are always marked by dirty yellow signposts instead of the blue used on ordinary road signs. The yellow often blends into the surrounding countryside and can easily be missed as your PL hurtles along at 32 mph.

Good main road straight to Istanbul (260 Kms) across rolling hills, heavy traffic.

Gas

About 20 Kms before Istanbul there is a turning to the right, signposted RAFINERI and below this near the sea shore an industrial area can be seen. The Shell-Gaz depot here will refill gas cylinders inside $\frac{1}{2}$ hr for about 45 TL per cylinder. If taking the Dardanelles route later it might be better to refill after leaving Istanbul.

OR

take out Turkish IPPAGAS bottle from England or leave with only 2 and buy one in Turkey. Same fittings as ours. In Turkey you can simply exchange bottles in any shop. Saves filling any until Iran where it is easy.

MAIL & TELEX GO TO LONDRA CAMPING.

NB: LONDRA SHOULD NOT CHARGE EO DRIVERS SERVICE CHARGE ON OUTGOING TELEX. THIS ONLY APPLIES TO TIR.

IMPORTANT

W. TELEX LONDON and advise date leaving Istanbul. office will then have green card issued. card valid only 14 days so ensure accurate date of leaving Istanbul is given. Cover will be issued but card will be held by EOLondon. Unless notified otherwise you have 14 days cover to reach UK.

TURKEY (Cont'd)

Repairs For major repairs use the Bedford Genoto agency in Dolapdere turn left over flyover, up hill, under Roman aqueduct, across Ataturk Korpusu Bridge, straight up hill towards Taksim, half way up the hill take an acute left turn downhill again to waterfront and follow traffic round to right. At the end of road turn right onto Dolapdere Cadesit, Bedford Agency is 1½ kms up on the left. Can't be missed as it is a big modern garage.

The Manager speaks perfect English and everyone is very helpful. If they haven't got the spares required, they will locate them somewhere in Istanbul. Mechanics are great blokes, Baksheeh cigarettes always appreciated after any work there.

Group Transport

Do not take the truck in and out of Istanbul ^{daily (see next page)}, hard work and there won't be any thanks. Make them use local transport, they'll enjoy it and will give them something else to think about apart from food !!

1. Taxi. Old American cars, now quite expensive. Town to Mocamp 25 TL after much hassle.
2. Dolmus. private mini-buses playing along set routes, will stop anywhere. Usual max. charge is 2TL per person. Inbound Dolmus will go to Aksaray. Outbound - catch one going to CEKEMICE or SAFRA.
3. Buses. Cheapest transport around Istanbul - campsite has plan of routes and bus numbers to take for various destinations.

Sight Seeing

There is a tourist information bureau on the outskirts of Topkapi just before the old city walls, right beside the main road on the right hand side. Very helpful. Usual places to visit are :

Topkapi Palace

Blue Mosque

Bazaar

Ferry boat across to Uskudar (Asia side)

Boat trip up the Golden Horn from Eminonu (4 hrs)

Boat trip up the Bosphorous from Eminonu to the Black Sea. Boat sails at 8.30 and 1300 hrs returning at 1630 and 2200.

University tower with views of all Istanbul

The Zoo near Topkapi Palace. Small but notable for a very unusual collection of wild animals, including lions, bears, wolves, dogs, cats, chickens and a cow. Also an incredible spastic camel. Probably the original prototype or else the one which did something unmentionable to the Sphinx.

Very good turkish bath near 'Pudding Shop'.

CAUTION

Warn all pax not to change money on black market or attempt to buy hashish etc around the bazaar (or anywhere else for that matter). Chances are that the pedlar will either rip off or that he'll be a cop.

TURKEY (cont'd)

SIGHT-SEEING

try and work Sunday into Istanbul, drive through via the main points of interest so that the pax can orientate themselves when they come in on Monday.

End up at Topkapi Palace and park truck in guarded carpark and give them 3 to 4 hours, if any of them find it too long they can always take in the Cisterns, Blue Mosque and Topkapi as well.

İZMİR

TARİHİ VE TURİSTİK YERLER PLACES OF INTEREST

- 1 - Atatürk Anıtı - Monument to Atatürk
- 2 - Atatürk Müzesi - Atatürk Museum
- 3 - Kültür Park (Fuar) - Culture Park
- 4 - Arkeoloji Müzesi - Archaeological Museum
- 5 - Agora
- 6 - Kadifekale
- 7 - Kemeraltı Çarşısı - The Bazaar
- 8 - Şadırvan Camii - Şadırvan Mosque
- 9 - Hisar Camii - Hisar Mosque
- 10 - Kemeraltı Camii - Kemeraltı Mosque
- 11 - Salepcioglu Camii ve Hanı -
Salepcioglu Mosque and Caravanserai
- 12 - Mirkolam Hanı - Mirkolam Caravanserai
- 13 - Konak Camii - Konak Mosque
- 14 - Saat Kulesi - The Clock Tower

YARARLI ADRESLER USEFUL ADDRESSES

- 15 - Alsancak Garı - Alsancak Railway Station
- 16 - Basmane Garı - Basmane Railway Station
- 17 - Alsancak Limanı - Alsancak Docks
- 18 - Konak İskelesi - Konak Quay
- 19 - Türk Hava Yolları Terminali -
Turkish Airlines (THY) Terminal
- 20 - Merkez Postanesi - Central Post Office
- 21 - Valilik - Governor's Office
- 22 - Belediye - Town Hall



Bureau of Tourism and Information

ÖLÇEK 1 : 20.000

İZMİR KÖRFEZİ

EĞETUR



Choice of two routes :

- A. Across the Bosphorous to Asia then around the east side of the sea of Marmara, through Izmit, Bursa, Balikesir to Izmir. The new bridge across the Bosphorous is tolled (about £3). Much less hassle than the ferry and quite spectacular. Also can avoid nasty drive round Izmit by taking ferry from Kartal to Yalova (Sea of Marmaris). (1974 price £10 for KM and 28 pax).
- B. Retrace steps to Tekirdag, along dirt road through Sarkoy to Gallipoli Peninsula. Cross the Dardenelles to Cannakkale and follow coast road to Izmir.

(route A - Balikesir has a couple of tombs and a mosque, also green mosque at Bursa.)

(Route B - Boring run back as far as Tekirdag - collect gas en route as mentioned above) Turn left off main road just after harbour onto secondary road following seashore to Barbaros and Sarkoy. This is 100 kms of dirt road until it rejoins tarmac on the Peninsula, several lengths were being tarmaced in July 74.)

First 40 kms are through mountains above sea, very steep single truck passes (gives the group first taste of rough country) and then 20 kms along the beach to Sarkoy before turning inland and continuing through villages and farmland. Beautiful scenery, but stony beaches covered in litter.

Gallipoli is really good for camping places while the Ferry point ECEABAT to CANNAKKALE is about a day's run from Istanbul. Ferries sail hourly and cost about 163 TL for the unit.

Izmir is 1½ days from Canakkale, en route are the ruins of Troy. Signs for Truva.

30 kms further on more ruins and signs for Truva. These consist of scattered column and stones in fields plus a huge 3 sided archway in the trees. Good beach nearby.

Rest of the run to Izmir is along good level roads (average 40 mph) with plenty of spots for camping.

Izmir is the Turkish equivalent of Brighton. Good market, parking near the wharf.

75 kms on is Ephesus. Take main road to Selchuk, recognised by excellent Byzantine castle on hill above town.

Ephesus is 5 kms down side road on right and is worth at least 4 hrs or more as the ruins are very extensive. Usual extra charge for cameras.

8 kms further down this road is a good beach for camping and swimming - not polluted yet !

Selchuck is probably good place for a meal out, plenty of cheap restaurants. Try Mustafa.

TEMPLE OF ARTEMIS One of the 7 ancient wonders of the world - what's left of it. ½ km out of Selchuk on rt hd side on Ephesus road.



Diversion to the Temple of Apollo at Didin.

Between Ephesus and Mugla - if taking coast road round south western Turkey.

Between Ephesus and Denizli if taking Pamukkale route.

Continue on coast road from Ephesus past Kusadasi and from there to Soke.

Turn right in Soke towards Milas. After 30 kms, turn right towards Didin which is 2 kms further on.

Entrance fee is 4 TL and 8 TL for cameras.
One hour sufficient to visit compact site.

Apollo was the Sun God who later became pre-eminent amongst all the Gods. He became, through his priests, a unifying influence within Hellenistic world for all different city states. The oracle of Apollo also became a melting-pot of world-wide knowledge as information concerning discoveries, etc. lodged with Apollo's priests. Temple constructed 4-6th century BC and was destroyed by the Persians circa 494 BC. However, around 300 BC, construction on the present temple was begun.

2 kms further on is the golden sandy Beach of Attinkun. Free camping difficult here but plenty of spaces on road to Didin.

COAST ROUTE between Ephesus and Antalya.

This route along the south west coast of Turkey is very well worth doing. The coast is almost deserted apart from small fishing villages and the clear waters are superb for swimming. The route is an alternative to Thassos and is also an alternative to the inland route via Pamukkale. If the weather is good, this coastline will not be disappointing.

Route Ephesus, Aydin, Mugla, Fethiye, Kas, Finike, Korkuteli, Antalya.

From Ephesus to Aydin as normal, then instead of going to Denizli and Pamukkale, turn south to Mugla. Nice drive, undulating country and then over one large pass. Mugla-Koycegiz, tarmac but more hilly.

Koycegiz-Fethiye, good dirt, fairly slow.

Fethiye - there is an excellent camp site near Fethiye which is well worth spending two nights at. Address: Deniz Camp
P.K. 3
Fethiye.

Camp run by Turkish guy called Bob and his English wife. Both they and staff make great effort to ensure a good stay. If possible, let them know you are coming and if a meal out is required. A day or two's notice is enough. The camp site is 13 kms from Fethiye (south-west). On entering Fethiye from Mugla, there is a signpost for left turn. Turn is only shown on Turkish tourist maps.

Camp offers toilets, showers, restaurant, very good beach, good group meal, money change. There is a possibility of a day trip on boat slightly larger than Gypsy around local islands and beaches.

Costs: Camping 13 TL per head (£0.47)
 Meal out 45 TL (£1.50)

Boat (paid by EM's) 60 TL (£2.00) if group 20+ persons.
 or 100 TL if group less than 20.

Fethiye has Post Office and food.

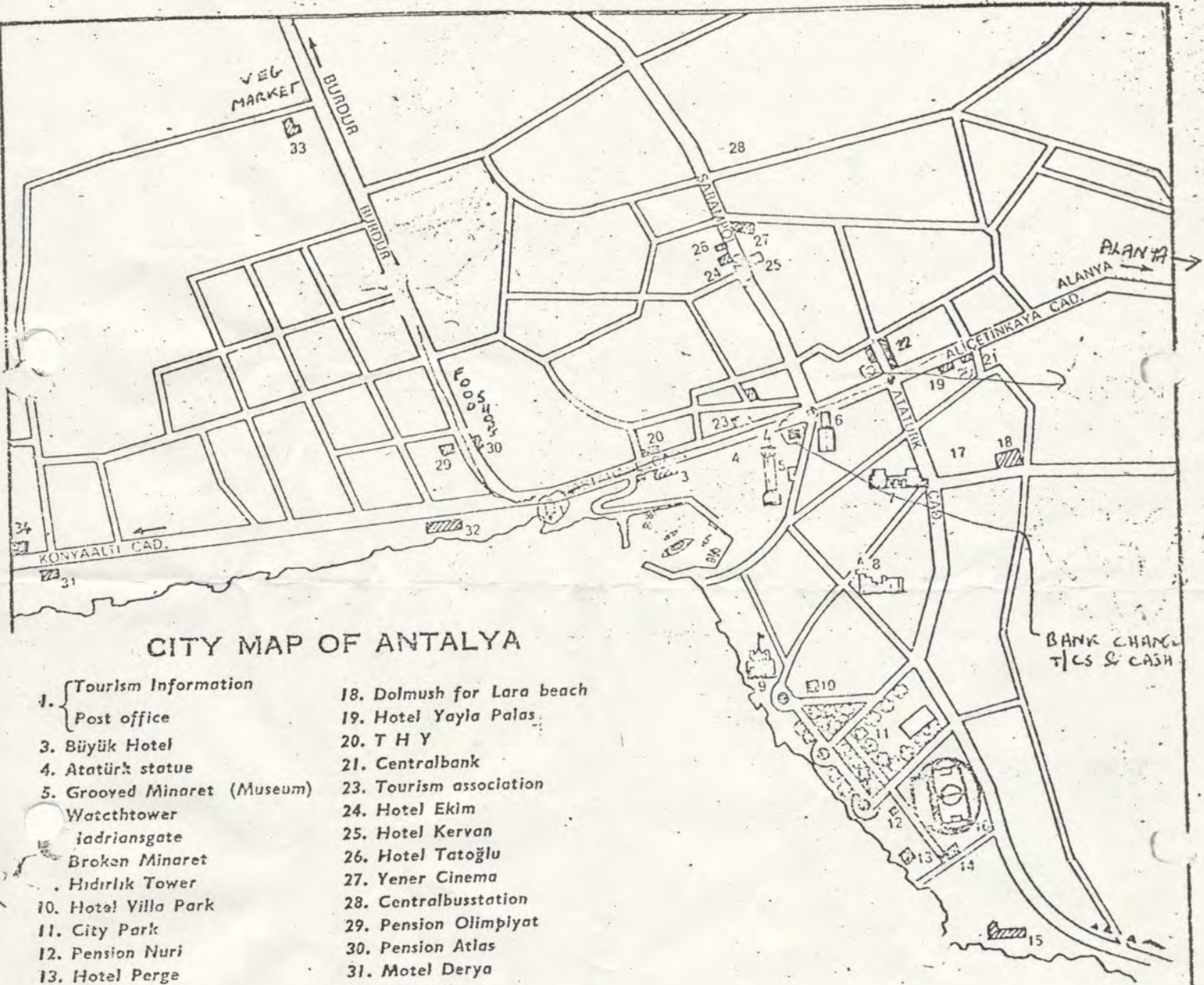
Fethiye-Kas, road narrow, dirt and very hilly all the way to Kemer.
After Fethiye, road leaves coast.

Kas-Kale-Finike, dirt road. Coast incredible, completely deserted,
no pollution, very bkue sea, rocky not sandy but swimming excellent.

Finike-Antalya, dirt, hilly.

After this stretch, Antalya to Mersin appears very built-up, dirty
and boring.

BURDUR/TERMESSOS



CITY MAP OF ANTALYA

1. Tourism Information
2. Post office

3. Büyük Hotel
4. Atatürk statue
5. Grooved Minaret (Museum)
6. Watchtower
7. İadriansgate
8. Broken Minaret
9. Hıdırlık Tower
10. Hotel Villa Park
11. City Park
12. Pension Nuri
13. Hotel Perge
14. Pension Nuri
15. Cityclup
16. Stadium
17. Crowdmarket

18. Dolmush for Lara beach
19. Hotel Yayla Palas
20. T H Y
21. Centralbank
22. Tourism association
23. Hotel Ekim
24. Hotel Kervan
25. Hotel Tatoğlu
26. Yener Cinema
27. Centralbusstation
28. Pension Olimpiyat
29. Pension Atlas
30. Motel Derya
31. Hospital
32. Motel Alpay
33. Archaeology Museum

BAMBUS

MOCAMP - BEACH
RESTAURANT -
BUNGALOWS



TURKEY (cont'd)

Alternative to south - west coast route.

PAMMUKKALE (Hot Springs)

16 kms after Denizli

Half days drive from Ephesus is the next place of interest. The old Roman baths and ruins of Hieropolis or Pammukkale as the Turks call it.

There is an hotel built around the baths with an entrance fee of 5 TL. 3 or 4 hours should be spent soaking in the water, it really does remove all the grime ingrained into the skin after several weeks on the road. DRIVER GETS IN FREE.

Do NOT try camping nearby. Police will move you on or some local will try to charge you 100 TL. You can usually arrange camping cheap at one of the motels. Including swimming etc. Shop around for cheapest. Meal out possible but expensive.

THERMESSUS

Ancient city and ruins on summit of a mountain, main claim to fame is that it was the only city in the area not conquered by Alexander the Great.

A days drive from Hieropolis. Take main road past Burdur to Antalya. 10 kms before Antalya turn acute right onto road signposted to Korkutelli. 20 kms along here turn off to Thermessos is well signposted. Dirt road leads up to the mountains for 10 kms to a large carpark - this is a good place for camping if you want to stay overnight.

Camping is not officially allowed. You may or may not get away with it. Bribe guide if necessary, but don't persist too long if he says no. Camping possible at park 3 km before entry to Thermessos. Left hand side of road over old bridge.

A resident guide hangs around and charges at 5 TL per head. Speaks good German and poor English. Lots of stone columns, underground cisterns, unrestored amitheatres and good views over the hills.

CAMPING SITE WITH LOOS, tap and barbecue spots
now available at road junction at bottom of Thermessos.
track.

GOOD & FREE. Wood available in this area.

ANTALYA

Good market for fruit, vegetables and stocking up.

Post Office and fast money changing as marked.

Diesel Injector and Pump Servicing - recommended.

Selcuk Kardesler, Koll Str. 1, Sanayi, Sitesi Tamirciler 8 (Block No.2)

CAMPING OR LUNCH SPOT.

Leave Antalya on Isparta road - 3 km later, turn right
at sign DUVLET SOLSLERI 200 yds later turn right again.
Follow water channel on tar road. Road arrives at water fall
with swimming. etc.

TURKEY (cont'd)

ASPENDOS

From Thermessus proceed to Antalya, good shopping stop but little of other interest. Good restaurants. After Antalya take the coast road to Alanya. 43 kms turn left for Aspendos - 5 kms - the best preserved/restored Roman/Greek amphitheatre in Turkey. An hour is sufficient to do this site. Driver and bird get in Baksheeh !

SIDE

50 kms along coast road turn right for Side - used to be an ancient slaving centre and now boasts small harbour, a small very touristic village and a museum. Ruins are scattered everywhere with free access through very tatty fences. There is also the inevitable amphitheatre, luckily this is the last! Good camping on beach. .

Camping

EXCELLENT below Karamanci Turistik (Tel.34) on far end of beach, small charge per head, can have good barbecue, buy meat and provisions, either in Side, but bigger variety and cheaper in Manavgat, 5 kms from Side, good discos offsquare, built out on the water with the roof open to the sky. Great atmosphere.

OR. Possible camp and/or stay in primitive (often dirty) beach huts. This is only possible if you have a meal out in restaurant on sea shore. Good meal, fairly cheap. Shower round back of restaurant. Nice setting.

1870

IRAN

GOVERNMENT

Iran has been a constitutional monarchy since 1906. Legislative power is held by the Shah and Parliament who have right to initiate new laws. Today's sovereign, Mohammed Peza Shah Pahlavi, has been on the throne since 1941.

PEOPLE

Persians of Persia call themselves Takiiks and constitute basic group of Fars. Two groups of Indo-European origin live in the Zagros - the Lurs and Kurds. Dzerbajin has many Turks. There are Arabs in the Persian Gulf area.

Capital : Tehran

Population : 26 million

Area : 630,000 square miles

Language : Official language is Farsi (Persian)

Religion : Majority are Muslim

Time : GMT + 3 $\frac{1}{2}$ hours

Climate : Continental, dry and hot in summer ; harsh in winter. Very dry summers ; rainfall rare in winter though exterior slopes of northern and western mountain ranges receive great quantities of rain and snow in cold season.

Money : Rials

Exchange rate June 75 - \$1 = 150 rls

Most banks change cash in most towns, however only bank Telli changes T/C.;

Public holidays : Iranian New Year - 21 March
12 days after wards the Rızdah occurs when all city dwellers go into the country, Moslem religion has two great festivals -
Pamadan and Mohanan.

Shiraz-Persepolis festival takes place in the first fortnight of September.

Fuel Costs : Diesel 7.0lb per gallon

Insurance : E At border of entry Bazargan (unlikely)
In Reziyeh if entry al Sero.

W In Mashad (if not at border)

IRAN (cont'd)

BORDER CROSSING AT SERO

Easy border but very slow. Lot of time spent chatting to border police, customs, money changers, spivs, etc. Little traffic here so foreigners make a real event. (All Iranis want to try out their English) Customs officer very slow and dim but thorough. Checks carnet carefully, then engine and chassis number on the truck. This can be trying as numbers on truck and carnet are rarely the same. However, Irani officials don't like getting dirty so memorise the carnet figures, then crawl under the truck and recite them to him. If carnet not valid for Iran, they want you to temporarily import the vehicle. Ask for papers which you have to sign.

ROUTE

Rezaiyeh-Kermanshah-Esfahan-Persepolis-Shiraz-Abadeh-Yazd-Tabas-Gonabad-Mashad-Teyebat(border)-Islam Qala.

alternate route:

Rezaiyeh-Shiraz-Esfahan- via Persian Gulf. Depending on route eastward of Esfahan, this can save doubling up on long tarmac stretch from Esfahan to Shiraz. Good road. Do not use in summer as temp. exceeds 130° F.

Route to use is:

Rezaiyeh-Sanandaj-Saques-Ahwaz-Shiraz.
Oil fields with rigs and big fires, etc.
Good scenery approaching Shiraz. No tourists.

REZAIYEH

50 kms.

Change money at Bank Melli near second roundabout in centre. In Iran, Bank Melli is usually the only bank in towns that will change money. Open between 0800-1200 and 1700-2000.

Insurance: E.

Buy insurance halfway up main drag towards Bank Melli from entering town.

Fuel:

Cheap

Food:

Expensive, fruit poor quality.

IRAN (cont'd)

REZAIYEH TO ESFAHAN

1,180 kms, 2½ days

Normal route is Rezaiyeh-Kermanshah-Hamadan-Qom-Esfahan.

This route is all mountains and desert, mainly very good tarmac. Only 50 km dirt now left although a few stretches still being rebuilt along Lake Rezaiyeh and in the mountains above SAGHEZ.

alternate route:

Kermanshah to Esfahan, turn right down unmarked dirt road 8 kms before KANGAVAR. Dirt until NAHAVAND (good town for shopping, etc.) BORNJERD-DOW RUD - AHIGURDAZ-DARAN Approx. one full day's drive.

All Irani towns look much the same, stand pipes for water in all the main streets, people all want to try their English, very helpful, very tiring. Crowds always gather round the truck so park near the centre. They throw stones and tend to remove the lights, etc.

ESFAHAN

The most interesting town in Iran. Worth spending two whole days. People very friendly.

Tourist Office:

Shah Abbas Avenue. Tel: 7667

Shah Square:

Well worth seeing at night. Mosque, bazaar, gardens.

Other touristic delights:

Shah Abbas Hotel - disco, shaking minarets and fire mountain.

Main Post Office:

Suresrafil Avenue near Sepah Street.
Poste Restante. From Hafez Ave, P.O. is 150 yds down NESHAT Street i.e. on way to Youth Hostel.

Banks:

Melli Bank, Sepah St and Chahar Bagh.

Hospitals:

Esfahan Clinic, Sheikh Bahai Ave
Christian Hospital, Tel: 240 45 24284

1001 Nights:

Tel: 29415. Meal out, disco, run by Mohamed; an authentic Iranian decorated restaurant. Expensive.

Golden Key Restaurant:

Group meal - 300-400 rials per head. Group will have to pay for their own booze and contribute to meal. Disco, fat dancing girls!

Telephone:

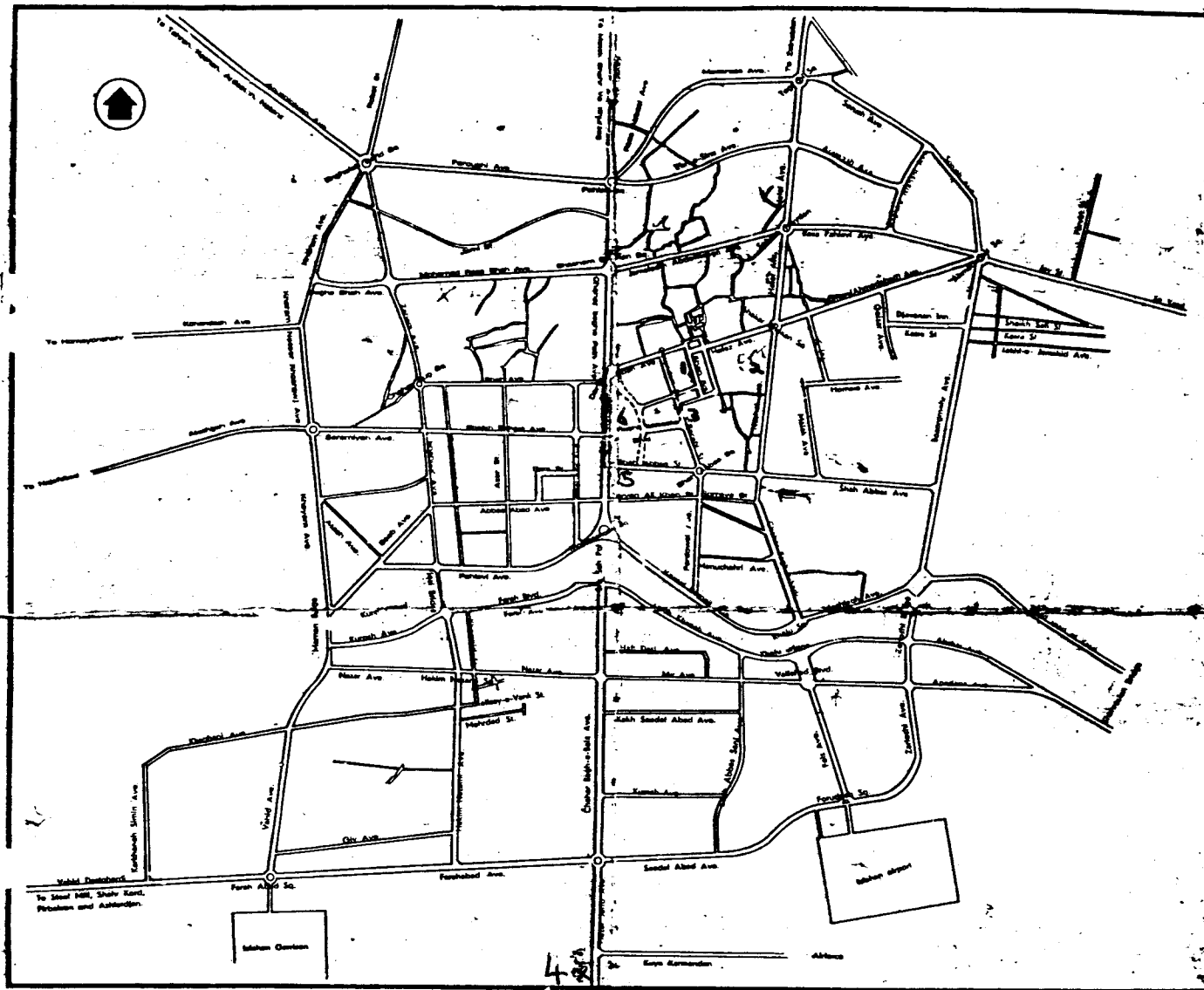
Ambulance: 7707
Police: 02
Gen Info: 08

Spare parts:

Shapur Avenue, very extensive.

GUIDE MAP OF ISFAHAN

1355-1356



Tourist Information office	•
Postal Camp	•
Bank Shop	•
Postoffice	•
Pharmacy	•
Air port	•
Bus	•
Historical Sites	•
Tourist Inn	•
Hotel	•
Bridge	•

THIS PUBLICATION IS FREE OF CHARGE.

MINISTRY OF INFORMATION AND TOURISM
AUDIO - VISUAL AND EXHIBITIONS DEPT

DESIGN BY: JAMAL KHORRAMI MEJAD. PHOTO. BY: A. M. KASHEFI

- 1 STAMPS.
- 2 POSTAL RESTAURANT - CUSTOMS
- 3 TELEEX + TELEGRAM + TELEPHONE
- 4 ESFAMIYAN INN - CAMPING
- 5 TOURIST INFORMATION
- 6 1001 NIGHTS

ESFAHAN (cont'd)

IRAN (cont'd)

Supermarket:

Sheikh Bahai Ave. Also good one on Pars St, off Chahar Bagh. Pars St is almost opposite Shah Abbas Avenue where Tourist Office is situated. Pars St is also road to Kermanshah and the supermarket is only 50 metres down on left.

Gas Depot:

On outskirts of town, on left on road to Tehran.

Campsite:

Take Hafez Ave out of Shah Square until the round-about is reached, take first road out called Bozorgmehr. It is called: YOUTH'S HOSTEL - address is Bozorgmehr Ave 19, Kasra Street, P.O. Box 558
Tel: 031-26331

$\frac{1}{2}$ km down Bozorgmehr inside road to right. Youth's Hostel is painted on wall in blue at the turning. Manager is called JACK, very helpful, good English and will assist with any problems.

Campsite has TV, showers, swimming pool and cold beer. Drivers usually get free beers and a room. Jack can also arrange a meal out at a reasonable restaurant. Restaurant at campsite expensive - people who run it not very friendly.

Repairs:

Tyre, battery and welding shops, all within 10 mins walking distance.

Taxis:

Main form of public transport (very similar to Turkish Domus, but no set route). Normal charge is 10 rials to any destination.

Darius Tomb:

$2\frac{1}{2}$ kms before Persepolis on right going south about 1 km off main road.

PERSEPOLIS

440 kms (1 day)

Extremely boring drive, good road, heavy traffic, mountainous desert terrain.

6 kms east of main road. Camp on slopes just behind ruins. Also camping on Spur Road going towards Esfahan next to large bore well.

Sound & Light Show:

On Mondays and Fridays. Entrance 150 R.

Three hours adequate for visiting ruins. Ent. 30 R.
Tent city from Shah's celebrations 1972.

Hotel Intercontinental for very expensive drinks
(Nice though).

IRAN, Shiraz (cont'd)

SHIRAZ 55 kms

Tourist Office : Mochir Fatemi Ave

Post Office : Shahpur Ave, near police station

Cultural Centres : British Council, Karim Khan, Zend Ave

Hospitals : Nemazi at West End of Karim Khan Zend Ave
near University

Telephone : Central Police : 2576
Ambulance : 2111

Banks : Bank of Bazargani, or Melli Bank
Sepah Street and Chahar Baph

Touristic details Garden city of Iran, but most gardens are the
property of the Shah and entry is restricted.

JARDIN ERAM, Boulevard Bagh-e-Erum - well
worth a visit.

Mail and Gas :

*Post Office very efficient.
Has tele*

Main road brings you straight down to a roundabout
in centre of town opposite bazaar. Turn right and 2nd
left for post office. Turn right onto main street,
ZAND Ave. Follow this avenue until it curves to the
right and shops give way to garages. Gas depot is
 $\frac{1}{2}$ km down between 2 garages on left. 10 min service.

Campsite:

Turn left at second major intersection, well
marked with finger-posts. Swimming pool.
Showers and all facilities.

ROUTES

- Route 1) Shiraz-dasht-E-Kavir to Mashad
- Route 2) Shiraz-Kermanshah-Mashad
- Route 3) Shiraz-Kerman-Zahedan-Southern Pakistan
This route means you enter Afghanistan
on the road to Kandahar. It is not
possible to do this route and either
the northern or central route in Afghanistan.

Route 1 : SHIRAZ - DASHT-E-KAVIR - MASHAD 1,600 kms

Backtrack past Persepolis towards Esfahan.

256 kms on (25 kms before reaching ABADEH) is
a turnoff right into mountains. Transport cafe at
junction, no signs. First class dirt road leads over
mountains (2,700 metres) to YAZD. Very good scenery.

YAZD

Shopping : Typical Irani town, shopping expensive, especially
fruit.

Repairs : Plenty of places.

STOCK UP WITH RATIONS FOR THREE DAYS. FILL UP ALL WATER CONTAINERS.

Leave Yazd by Main/Esfahan Road, rough tarmac running
through sand dunes past ruined villages for 27 kms.
Then turn right onto gravel road at similar cafe to
the ABADEH turning. From here the next decent town
for shopping is TABAS, 740 kms.

IRAN, Route 1 (cont'd)

(i.e. Shiraz - Dasht-E-Kavir - Mashad)

This gravel road is mainly used by heavy Mercedes or Mack trucks and tankers and seems to be graded frequently so that speeds of 40 or 50 mph are possible for long periods. The road crosses several mountain ranges and some salt flats in the 1,000 kms to Gonabad where we once more rejoin tar sealed roads to Mashad.

Caravansaris

It was once the old caravan route across the centre of Persia and wells and caravansaries can still be found at frequent intervals. These caravansaris can still be found at frequent intervals. These caravansaris are approx. 100 kms apart and in most cases are in good condition, often with a well outside which the Nomads still use. DON'T LET PAX CONTAMINATE THEM WITH SOAP. These caravansaris are ideal for lunch stops and sleeping. The Caravansari just beyond DEYBUK had a family of carpet makers in residence (June 74).

Route 2

SHIRAZ - KERMAN - MASHAD

Semi desert area with little brush : very arid but lots of mountains : roads fair dirt.

FAZA

Good for shopping and water.

FAZA - DARAB

Road a little hard to follow in places.

DARAB

OK for shopping.

Camping :

Plenty of good spots between Darab and main road between Bandar Abbas and Kerman : near Hajjiabad good spot is small river crossing just before main road.

HAJJIABAD-SIRJAN-KERMAN

Dual tar road, beautifully smooth surface ; stark arid countryside/desert.

Note AJB, 1975

Can also go via Neiriz, Vistzaneh to Sirjan.

DRY SEASON ONLY. (6 wheelers) route on dry

river bed, then across salt flats. When dry this route is recommended. Although this route is shown as the major route on EO's maps, it is not recommended in the wet season.

KERMAN-RAVAR-DARAB-DEYHUK-FERDOU-TORBAT-E-HEYDARIYEH-TORPAT-E-JAM-BORDER

Leaving Kerman on good roads turns into dirt very shortly. Water and drinks no problem en route. Beautiful rocky country. Possibly camel trains. Vast open areas of desert. Some caravansaris and very friendly villages. Roads being graded in late 1973.

Ferdou :

Town that was flattened by earthquake - remnants everywhere.

Route 3

SHIPAZ - KERMAN - BAM - ZAHEDAN - MIRJAVEH

In 1973 from Kerman to Pakistan border was all gravel road, but being worked on between Kerman and Bam. Quite well graded roads through Semi desert country to border. Good food and water supplies in Bam and Zahedan.

MASHAD

Signpost for campsite 2 kms before city.
Good, not too expensive, pool, etc. Gas plant
on other side of Asia highway - 5 miles up.

Be very careful not to offend officials, especially
in Ramadan.

Very religious city, foreigners not liked very much.
The Holy Shrine (Golden Mosque) in the centre
well worth a visit - unbelievers not allowed inside.
Good bazaars and famous for its carpets.

Restaurants: Plenty of places for eating out after desert
crossing. Not always welcome in the ones close
to the Mosques.

Repairs: Carry out repairs here before leaving for Afghanistan
as there are good facilities available, cheap
spares. Afghanistan is hopeless! Many repair shops
and garages in side streets as you enter city.

Afghan Visas: Afghani Consulate for those requiring visas is
on Pahlevi Avenue - slow.

E. Autumn trips - if using northern or central routes
in Afghanistan, ensure radiator has anti-freeze in it.

MASHAD-AFGHAN BORDER (TAYBAD) 230 kms.

Good tarmac, very boring.

Insurance: W. Available at border now.

Fuel: Fill up fuel tanks at Taybad as diesel costs
3 times as much in Afghanistan.

Banks, money: Fuel station also changes money for Afghans in
small quantities. Bank now on Irani side of border.

Border: Irani border is easy (open 0700-1700) but carnets
and passports always carefully checked.

W. You may be searched very thoroughly for drugs here.
There is even a small 'museum' at the border showing
exhibits of articles where drugs have been found.
Border may be slow.

IPAN (cont'd)

TEHRAN

Brit High Comm : 145 Firdausi Ave, Tehran

Tourist Information : 174 Elizabeth Boulevard
Tel. 64546

Embassies : Afghan, 16 1FN Sina Ave (off Pahlavi Ave)
India, 166 Sabah North Ave
Pakistan, 199 Iranshahr Ave
Turkey, Firdausi Ave
USA, 260 Takhte Jamshid Ave

Main Post Office : Sepah Ave next to Gate of Cannons

International
Telegraph Office : Naser Khosroe Ave

Hospitals : Shahram Hosnital, Aramer Place, Tehran
Melli Bank Hospital, Firdausi Ave
Pahlavi Hosnital, Eisenhower Ave

Pharmacy : American Pharmacy, Pahlavi Place
Takht Taudus Drug Store, Tehran Ave
(open 24 hrs)

Telephone : Ambulance : 68304
Police : 02
Gen Info : 29029

UPDATING & IMPROVING THE HANDBOOK

This form serves two related purposes (a) to keep the handbook information correct and up to date (and to cut out padding); (b) to include useful additions for smoother, safer, economic, running of trips and possible additional or alternative places of interest.

Such a brief requires a flexible format. But keep it short and clear. Inclusion in handbook is not guaranteed.

DRIVER (S) NAME (S) CRARR / LEENERS.....DATE 28/6/79

EXPEDITION FROM L.....TO K.....DEP. DATE 17/5/79

PLACE/AREA Between Sirjan and Bam.....COUNTRY IRAN.....

1. (a) If new information state where to insert in Handbook -
- (b) If updated information state where to insert in Handbook and what it replaces.

New information - insert after section on Neyriz in handbook.
This information is only relevant to Quella route and is
irrelevant to Mashhad route.

2. Give concise details bearing in mind any of these relevant important points:

- (a) Place names only as per recognised EO Maps - state which map;
- (b) Relevant facilities (gas, water, postoffice, spares, contacts, etc);
- (c) Conditions (road & weather) ;
- (d) Prices - giving approximate £ equivalent;
- (e) If detour, then duration and mileage, plus convincing case for visit being worthwhile, local atmosphere & reception.

This route is an alternative to route Sirjan - Kerman - Bam
This route is now entirely ~~tarmac~~ tarmac and we decided
to be a little more adventurous. This alternative is well
worthwhile. The track is narrow, crossing through desert
mountains and travelling for many miles through a beautiful
river bed. (for this latter reason it is not recommended in
wet season)

Route is Sirjan - Bafq - Jirft - Bam. The section Bafq to Jirft is the difficult and interesting section. The hills are very steep and the road narrow, then having descended to 2 unnamed villages turn left and into the river bed. The route to Jirft simply follows and goes into the river. Very little traffic.

NB: PLEASE DO NOT RETURN THIS PAGE TO LONDON UNLESS YOU ARE MAKING
A CONTRIBUTION.

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Such a brief requires a flexible format. But keep it short and clear. Inclusion in handbook is not guaranteed.

DRIVER(S) NAME(S) Townsend/McDonnell DATE 1/1
EXPEDITION FROM LONDON TO KATHMAN DEP. DATE 24/8/78
PLACE/AREA SHIRAZ COUNTRY IRAN

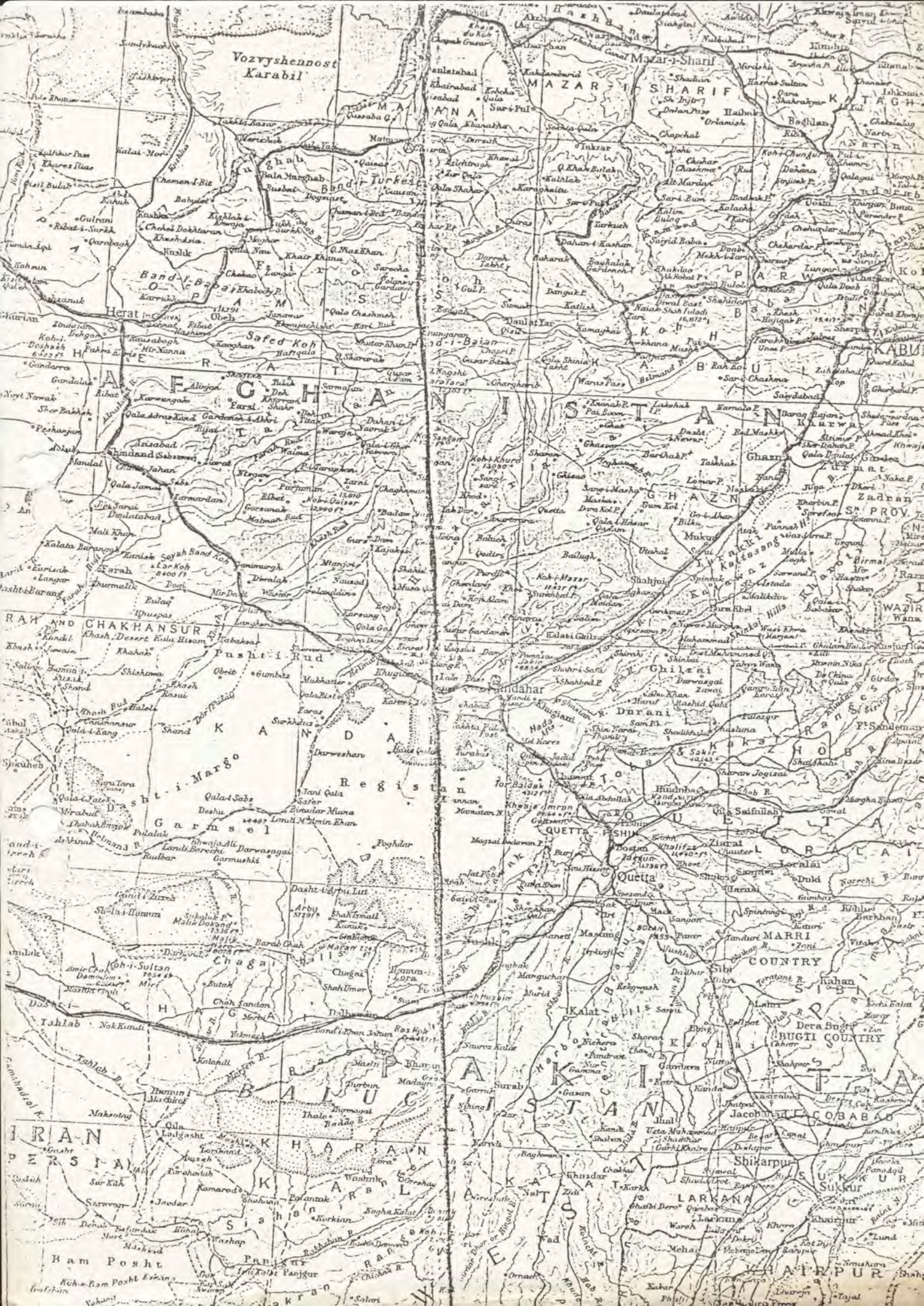
1. (a) If new information state where to insert in handbook ;
- (b) If updated information state where to insert in handbook and or what it replaces.

SHIRAZ GAS DEPOT. FOLLOWED DIRECTIONS IN
HANDBOOK TO THE LETTER TO GET GAS, NO DEPOT TO
BE FOUND. HOWEVER, WHERE DEPOT SHOULD BE,
FOUND BOOZE SHOP.

2. Give concise details bearing in mind any of these relevant important points:
 - (a) place names only as per recognised EO maps - state which map;
 - (b) relevant facilities (gas, water, postoffice, spares, contacts, etc) ;
 - (c) conditions (road & weather) ;
 - (d) prices - giving approximate £ equivalent ;
 - (e) if detour then duration and mileage, plus convincing case for visit being worthwhile, local atmosphere & reception.

LEAVE SHIRAZ CAMP SITE, GO LEFT, ALONG TO LIGHTS,
LEFT DOWN BOULVAR-PIRNKE, RIGHT ALONG
K.H. KARIM-KAN-E-2AND. GO ALONG 4K TO SETAD
SQUARE, THEN LEFT DOWN K.H. MOSHFIR FATH, RUNNING
INTO K.H. NADAR. ALONG ABOUT 2K TO LARGE (AS YET)
UNMADE UP ROUNDABOUT, THEN RIGHT ALONG
SIMAN BOULVARD. GAS STATION ABOUT 500M
ON LEFT. GAS ABOUT £1 PER BOTTLE

AFC-HANDISMAN



AFGHANISTAN

GOVERNMENT

Afghanistan is a constitutional monarchy. Previous sovereign Mohammed Zahi Shah, was overthrown in a military coup in 1973/4.

RACES

The Pathans are the majority, composing 40% of the total population. Next come the Tajiks, about 25%, the remaining 35% belong to 5 important racial groups : Turkomans, Uzbeks, Kazaras, Nuristani and Kirgiz. In addition there are the Balchi nomads.

LANGUAGES

Two official languages are Pashto (Pushti) and Dari, a form of Persian.

RELIGION Moslem

TIME GMT + 4½ hrs

CLIMATE

Continental type. Winters can be severe in mountains; summers extremely hot especially in Seistan Region. Spring, from March to May is the wet season.

MONEY Afs
£1 cash = approx. 100 Afs. £1 TC = 110

Money market here is also very switched on. (Not illegal), but rates fluctuate wildly. Check on Arrival.

Banks Afghanistan Bank opp. Kabul Hotel
Industrial Development Bank opp. Kabul Market place.

POSTE RESTANTE open 0800 - 1600 . Closed Thurs & Fri.

PUBLIC HOLIDAYS

Weekly Holiday :	Friday
Pashtunistan Day:	September 1
New Years Day :	March 21
Kings Birthday :	October 14
Independence :	Celebrations last 3 days last week August.

Various Moslem Feasts - first and last days of Ramadan
the Id-i-Qurlan pilgrimage to Mecca
12th of Fabi-ul-dual, the Prophet's birthday.

BRITISH HIGH COMMISSION Darwan
Bagh-e-Bala. Kabul

FUEL COSTS

Diesel : 29p per gallon (8 Afs per litre)

Afghanistan receives fuel from Russia and Iran.
No problems except sometimes very dirty - frequent filter changes.
Also when buying fuel make sure that the pump indicators have been zeroed first.

AFGHANISTAN (cont'd)

INSURANCE

- W. Afghan Insurance Co.
26 Mohd Jan Khan. Kabul
Tel: 26257
- E. Buy at border: 450 Afs. approx - may be more now.
Buy at all border points.

Approx. distance covered: 2,000 kms

Routes:

- a) Herat-Qalanau-Bala Murghab-Maimana-Shibarghan-Balkh-Mazar-i-Sharif-Bamiyan-Kabul. Northern route.
- b) Herat-Obeh-Daulat Yar-Band-i-Amir-Bamiyan-Kabul. Central route.
- c) Herat-Qala Bist-Kandahar-Kabul-Bamiyan-Band-i-Amir-Bamiyan-Kabul. Southern route.

When possible, try and use route a) or b). The southern route is all tarmac and is very dull in comparison to the other two. The northern and central routes may not be possible in the spring due to the abundance of water from the melting snows and/or the cold. For trips using 6-wheelers - be very careful on tight mountain passes. Our only recent (as at March 1978) crossing of the central route was, however, undertaken in a 6-wheeler.

The northern route is physically easier than the central route. It is not normally possible to obtain fuel on these routes, or at least, you are lucky to get it, so ensure that tanks are full before leaving.

It should be emphasised that routes a) and b) are impassable to 'mere buses'! Do use either route if possible.

ISLAM QALA Border post

Very slow, usually at least 4 hours. Customs, Passports and Health depts all have to be visited in turn. Health certificates always have to be produced whether east or west.

- W. Westbound trucks always searched very thoroughly for hash and antiquities, as if the Iranis find any contraband, the Afghani customs officials get a rocket from Kabul.

Very careful about contraband entering from Iran.

- E. Eastbound trucks are not usually searched but all cameras and money ought to be declared on individual forms. NB: Tell pax not to lose customs forms as it could be impossible to exit Afghanistan without them and at least cost them a backhander.

AFGHANISTAN (cont'd)

Toll Gates:

Main route through Afghanistan is a perfect tarmac road for 1,100 kms through Herat, Kandahar to Kabul, good surface, few mountains and very little traffic. Built with Russian and American aid. Dull in comparison to northern and central routes.

However, at 80-100 km intervals, there are toll gates which charge from 60-120 Afs at a time. These are all bent and twisted where numerous vehicles have crashed through them.

VERY DANGEROUS at night as none are lit (one gate near Kandahar has been rammed by 4 EO trucks).

W. Only have enough fuel to reach Tayebat, just inside Iran, as it is much cheaper there.

E. CHANGE AT LEAST A LITTLE MONEY HERE FOR ROAD TOLLS TO HERAT.
If banks open, it is more efficient than Herat anyway.

HERAT:

100 kms

W. Iran Consulate - Mr Mansouri, very helpful and friendly. Issues visas in $\frac{1}{2}$ day.

Bank - beside roundabout/garden, always double check change at this bank, cashier a bit sly.

Tourist Office - Beside roundabout/garden at east end of main street.

Camping - New super Bezhad. Drive down main street into roundabout/garden, turn left and is 100 yds on right. 20 Afs a head incl. showers.

or

out of town, near noon gun.

Afghanistan has a 'white' market in currency. Movies can be freely traded, especially in Kabul.

Herat is very much less commercialised than Kabul and it is worth spending a day here.

E. Shopping - first real taste for the group of cheap goodies, particularly leather goods and furs. Remind group to bargain, also they can swap European things for Afghani stuff. European cigarettes cheap.

E. Now use main tarmac road into town, don't turn down dirt track past minarets.

AFGHANISTAN(cont'd)

HERAT (cont'd)

On the right hand side, there are 4 minarets in a square, about 50 metres high, the leeward side still have remains of mosaic covering. These were erected by the Parsis who did not believe in burying their dead - corpses were hung inside and left for the vultures to pick clean.

In town:

Public baths, mosque, plenty of hotels. Tomb of Ansari (Af poet), souvenirs, etc.

An Afghani usually appears with a grease gun and drum of grease. They do a good job and can be beaten down from 200 Afs to 50 Afs. Repair facilities hopeless and there are no spares or mechanics.

Eating out is cheap in Afghanistan.

If going via the north, take on at least 3 days provisions. It is possible to buy at the small villages en route but the variety is very limited compared to Herat.

For central route, take on 4-5 days provisions.

For southern route, take on 2 days provisions.

- E. If using either the northern or central routes, advise any EM's who have complained of being cold to buy a blanket. This is especially important for trips leaving the UK in autumn. Get anti-freeze.

AFGHANISTAN (Cont'd)

a) NORTHERN ROUTE

This route is well worth doing if at all possible. Permission is supposedly required and it would be much better to obtain it.

E. Police Commissioner, Herat

W. Kabul Tourist Office.

The route has been done without permission - others however have been turned back. It's worth a try !

If achieved, this route becomes the highlight of the trip

(Autumn 75, RXP 597 & 224 BGF, 41 px) left Herat 1015 without permission as police station closed for 4 day holiday.)

Route out of ^(HERAT) town is straight down the main drag, but don't turn right for Kandahar. Road become a dirt dual carriageway. 3 miles on, large army camp.

1st checkpoint, but no-one knew what they were checking.

8 km from Herat is a road junction, take left fork (right goes back to Herat).

Road to QALI-i-NAW now climbs in and out of river beds - would be tricky if water level up. Track fair, but bends narrow. Steep climbs requiring occasional use of low ratio.

25 miles from Herat at an un-named town was first barrier. Many soldiers, all with guns so no choice but to stop.

Permit was requested, so we produced all the passports, permit was again requested after passports had been checked.

No money changed hands, but after some discussion Persuaded the guy (chief) that as he was also a Commandant that he could issue permission. This seemed to please him and off we went ! He came along for about 3 hours for the ride too. This police officer had a stack of permits (used) on his desk, so it would appear that they are collected here.

We had no further request for a permit although passports were checked often. It would seem that this was the vital hurdle.

CAMPED

58 miles from Herat ($\frac{3}{4}$ day)

AFGHANISTAN (cont'd)

NORTHERN ROUTE ... page 3

General

water is difficult. Fill up when available.
There's plenty of it about but pretty murky.

No diesel guaranteed to MAZAR-i-SHARIFF.

Villages and Chai houses marvelous.

HERAT-SHIBARGAN is 5 days hard driving , 6 days
is better.

Weather in October very cold.
Trucks froze in morning as did pax, drivers
and gas cylinders.

SHIBARGAN-MAZAR, 137 miles. Mazar quite disappointing.

Possible to get to Bamiyan with trailers,
leave them there to do Band-i-Amir, then collect and
go to Kabul.

HERAT-KABUL with trailers and doing Bamiyan,
Band-i-Amir took 9 days. i.e. 3 to 4 days longer
than conventional route, so if you're going to
do it, you've got to have time in hand and keep
moving.

IT'S WELL WORTH IT.

AFGHANISTAN (Cont'd)

NORTHERN ROUTE ... page 2

Day 2. 60 miles from Herat, a very steep and long pass or series of passes. I was convinced (wrongly), that it was going to snow. (very cold - autumn) No camping would be available for 4 hours. Wood was collected however & was invaluable on the next couple of nights.

QALA-i-Naw (from Herat, 95 miles, $1\frac{1}{2}$ days driving)

excellent Afghani town. passport check, but very friendly and no reference to permits.

Food Veg, bread, tinned good (Russian) all available

Thick quilts for about £1.25 for any pax who's feet are getting cold at night.

QUALA-i-NAW to MAIMANA 177 miles. 3 days, hard going.

Roads very bad and quite treacherous.
Very dangerous if wet.
One or two villages with bread and eggs.

MAIMANA

has tap water.
No officials except policeman who stopped us, I thought it was another passport check. but we were led to the "hotel" which was run by his "brother". Tea and kebabs all round, but not gratis.

MAIMANA - SHIBARGAN 120 miles - 4 hours to Daulatabad (road good)

Next stretch there are two choices.

DAULATABAD - SHIBARGAN

Direct or divert northwards to avoid the desert !
Direct of course was the choice.

Police insisted that we took a guide - 300 Afs.
He got a bit annoyed when he realized that I would take $\frac{3}{4}$ day. (We had to change an injector pipe on the Perkins). Similar to road Agadez-Zinder.

No sand-mats required, but first low ration was.

Guide a pain in the ass.

SHIBARGAN

has water, probably diesel and most other facilities.

CENTRAL ROUTE

The notes in this section run from Kabul to Herat. The notes, although comprehensive, do need to be clarified in the area surrounding Djam. It would be appreciated if any expedition travelling through the centre would send a really full report to EOL to enable this handbook to be updated and made clear.

This route is harder than the northern route. Many of the bends are very tight and the trailer may have to be removed in order to shunt the truck round them.

Kabul-Bamiyan-Band-i-Amir-Nayak-L'al-Chaghcharan-Shararak-Ghouk-Djam-Ghouk-Cheste Sherife -Obey-Chisme-Herat.

BAND-I-AMIR - NAYAK (marked as Yakolane on most Afghan maps).

20 miles - 2 hours.

Retrace the Bamiyan track for 1 km, turn south at the 'T' junction and continue for approx. 10 miles and fork right (leaving the alternative Kabul-via-the-hot-springs-track to the left). You'll commence the first, long and steep, twisting climb of the route and wonder what you've let yourself in for. The track continues to climb and then descends into a pleasant valley approach to NAYAK. Drive straight into the village main street for chaikanas and limited shopping. Air-strip somewhere at hand.

NAYAK-PANJAO (Panjab or Panjaw)-L'AL(Lal Sarjangal)

Local information reckoned this route to be about 97 miles. An alternative route was recommended going north-west, south-west and finally south to save about 35 miles. (Exodus notes: Nayak-Panjao 45 mls; Panjao-L'al 57 mls)

NAYAK-L'AL (Short cut)

62 miles - 7 hours

Retrace steps along main street to the big, corrugated iron shed. Turn left here (west). Follow the track for about 2 miles where you take the left fork up a hill. Then follow the river through a spectacular series of valleys, walled by rock of countless colours and lush vegetation by the water but sparse on the hillsides. After 28 miles (the last two in first 'low-cog') is a pass on the watershed. The track then descends steeply following the river valley on the west side of the hills. At 43 miles, several tracks converge at the confluence of two streams. The path to take is as follows: cross the first river you come to by ford, then you'll find another stream running on your right; shortly there'll be a ford across this stream. Cross it, and turn sharp right. If you've followed these instructions correctly, (they may sound complicated when read from paper but 'on-the-ground', they make sense), you'll be rewarded by a chaikana just around the next bend. Continue to L'AL, a small town of same shopping prospects (we arrived after the shops had closed so can't report factually). There's an Afghan tour camping complex to the west of the town.

L'AL - CHAGHCHARAN

76 miles - 7½ hours.

Steady going on poor surfaced track. Scenery tends to be somewhat repetitive but by no means tedious. After 24 miles, enter magnificent panorama - an entire meadow filled with farmers threshing and winnowing their grain, using donkeys, horses and cattle for threshing and the time-less method of forking the chaff into the wind (middle October). Here is also a hamlet filled with photogenic children and hard-working peasant girl weavers, a small chaikana but no shops. Continue to DOWLAT-YAR (at 40 miles), a walled hamlet with better but limited shopping. Carry on

AFGHANISTAN - A CENTRAL ROUTE (cont'd)

to CHAGHCHARAN, a town of some importance, probably the major trading post for most of central Afghanistan. Diesel and petrol are plentiful and still at 8 Afs litre (diesel). Plentiful food supplies for our needs.

CHAGHCHARAN-DJAM

60 miles - (cribbed from Exodus' manual)

Local information tends to portray this as potentially dangerous due to narrow tracks on steep cliffs. However, it looks as if Exodus have done it, or possibly, those figures came from the old 'Minitrek' Landrover Afghanistan' manual.

What we saw of the road is: (1) The road crosses the Hari-rud river at Chaghcharan and follows the north bank as far as the eye can see. (2) When the track arrives at Djam, it approaches from the west, fords the river (shallow entry on north bank but quite a steep and stonily surfaced exit on the south bank - also a bridge for light vehicles and animals).

CHAGHCHARAN-SHARARAK

80 miles - 7 $\frac{3}{4}$ hours.

Leave Chaghcharan, remaining on the south bank of the Hari-Rud river. Climb into desolate hill country. After 30 miles, reach a high pass with superb views of distant mountains and other peaks beyond in every direction. Travel on, descending steeply by the valley tracks. After 50 miles, the valley opens out and the river meanders lazily, forming deep pools, abundant with fish. Good for a bath, too! At 57 miles, a fine caravanserai is somewhat dilapidated, shortly followed by a ford flanked by crumbling turrets. At 74 miles there is a turning to the north for Ghouk and Djam (see below) but continue west for 6 $\frac{1}{2}$ miles to Shararak. An interesting town, already touched by tourism (Afghan Tours complex being built to the east of the town). You can buy, reasonably, small carpets for cash dollars. Everyday food supplies are available and there is, inevitably, a chaikana.

SHARARAK-TULAK	39)	
TULAK-FARSI	38)	
FARSI-KANDAHAR/HERAT ROAD	70)	Cribbed from Exodus' notes*
ROAD-HERAT	71)	

*Fortunately, we didn't obtain these notes until we met an Exodus truck in Iran as we might have been tempted to miss out the Ghouk-Djam-Cumminge-Cheste Sherife-Obeh-Chisme-Herat section.

SHARARAK-DJAM

30 miles - 6 hours.

Return east for 6 $\frac{1}{2}$ miles and turn north by some trees (unusual features) and telegraph lines which lead through a small village; continue, following a narrow valley to Ghouk(pronounced RHOOKE)*12 miles.

*Vast nomadic and semi-permanent tented encampment fills the scene while descending to Ghouk.

AFGHANISTAN - A CENTRAL ROUTE (cont'd)

Just after this village, the track crosses a river bed. Cross it and turn sharply to the right (left for Cumminge, see below) for Djam. The track climbs very steeply for about 5 miles and then descends equally steeply on the other side. The valley then opens out a little, allowing some cultivation and grazing. But the last mile is simply a riverbed which requires careful negotiation. At Djam, there stands a minaret surrounded by barren gorges through which flows the Hari-Rud. No other ancient buildings stand here. History does not relate the reason for its location for it was only discovered by western eyes in 1957. (800 years old, 213 ft high, second highest in world, only Qutob Minar, Delhi is higher).

DJAM-GHOUK

18 miles - 4 hours (reverse of above).

GHOUK-CUMMINGE

4 miles

Turn west at riverbed/road junction, veering to the north. After a couple of miles, there's a small village with a general store offering an amazing variety of goods at cheap prices. After 4 miles, the track joins the south bank of the Hari-Rud. On the opposite bank is the village of CUMMINGE.

CUMMINGE-DJAM

Local information is that the two points are only 5 kms apart. However, judging by (1) all the maps to hand (none of which pinpoint Djam) and (2) our 18 mile Ghouk-Djam leg, the distance would seem to be greater. There is no vehicle track but horses are available. On a "Brief Encounter" three or four days could be spent pony-trekking here.

CUMMINGE-CHESTE SHERIFE

46 miles - 9 hours

The track follows the river for much of this leg. Very steep inclines, very nasty bends. Some unpleasant bumps which had to be removed and holes which had to be filled (ground clearance had been our No. 1 problem throughout). After 31 miles, there is a wide ford with good approaches. At 40 miles, a rickety-looking suspension bridge recrosses the river (don't know where it goes, maybe Shararak) but the Cheste Sherife track remains on the north bank. At 46 miles, the track improves dramatically - wide, well-graded surface (until several miles past Cheste Sherife). There is a mining or water pipeline project in progress in this area. Cheste Sherife has a small mosque with a graveyard with two notably tall, arched and ancient tombs on the top of a hill.

AFGHANISTAN - A CENTRAL ROUTE (cont'd)

CHESTE SHERIFE-OBEY (Obe or Obeh)

40 miles

Good track at first, then deteriorating again. Interesting cliff-face of caves at 16 miles. Follow river all the way to Obey whose main street runs at right angles south of the main track. Adequate food supplies, etc.

OBEY-HERAT

59 Miles (+ 12 miles for Chisme diversion)

Obey + 1.8 miles, turn north up deceptively steep track. At 6 miles, there is a car park for the derelict hotel at Chisme. There are four cubicles, each with a bath-tub with non-stop running hot water from a natural hot spring. The actual spring source is about 20 mins walk up the hill (we are told). Return to Obey/Herat track, turn west; the road crosses undulating country, its surface slowly improving as it approaches Herat. About 5 miles from the town, it merges with the 'Northern Route' and thence to Herat.

Note 1. The TK Speedometer drive is from the main gearbox, not from the transfer box; consequently many of the mileages given above will show 'over-reading' when low ratio gears have been used.

Note 2. The most informative map used was the ONC Air Navigation chart, available from Stamford's Map Shop, Long Acre, London WC2.

AFGHANISTAN (cont'd)

SOUTHERN ROUTE

Use only if northern or central routes impassable or group not up to a bit of the rough stuff. (Tell them they're idiots if they miss it for that reason).

QALA BIST

480 kms - 1 long day

Good road, rolling mountains for 100 kms after Herat, then harsh waterless scenery, (Dasht-i-Margo) "Desert of Death", very few signs of life, only the occasional chai shop.

Turn off for Qala Bist (always ask for BOST) about 100 kms before Khandahar at GIRISK, pronounced GER-SK. On reaching Girisk, cross HELMAND river, this has concrete banks and is part of a modern irrigation scheme. Turn right here and drive along the East river bank. This will go straight to Bost 60 kms along a good dirt road. On entering Bost, there are plenty of ruins to one side of the road. Any Af will show you the dirt road leading to Qala Bist, about 20 kms.

Qala Bist consists of miles of small ruins leading to an enormous citadel overlooking the Helmand river. It is possible to take the truck inside the walls and camp under the well known Arch.

The city is reckoned to be 4,000 years old, but the history is lost. The Arch is a complete mystery but much younger and in a better state of repair.

KHANDAHAR

100 kms

Return to Bost from Qala Bist and continue on gravel road.

Hotels, restaurants and chai shops; quite a pleasant atmosphere. Limited repair facilities - mainly 2 man workshops. Some Bedford spares stocked in the bazaar.

Plenty of meat and vegetables available.

One or two mosques and tombs in the area but not worth visiting for too long.

Old Khandahar is being 'dug' by Dr Anthony McNicholl of the British Institute for Afghan Studies (approx. 15 March - 15 June each year). Lady Wheeler assures Encounter Overland a welcome if they divert to visit the excavation. This site is about 7-8 miles out of town - ask directions in Khandahar.

From Khandahar it is 500 kms to Kabul - the land is more fertile. Not much of interest to be seen. Passengers who've read "Caravans" by James Michener usually ask if any of the German bridges built pre-war can still be seen. There are three bridges still in existence near the present road but they are not as ornate or impressive as made out in the book. However they are far too well made to be of Afghani origin, so presumably the writer used a bit of 'poetic licence'.

AFGHANISTAN (cont'd)

KABUL: ("Pronounced 'Cobble' by anyone who's been there" says Michner)

Very interesting city, worth spending a whole day here before going up to Bamiyan and another day after returning (applies to southern route only).

Super Payam Hotel (Chicken Street) - 15 Afs a head camping.

Showers (hot sometimes), restaurant.
Camping area only small at present
but may soon be enlarged. Hotel
clean- 2 day laundry service.

or

Jam Hotel

Camping on grounds, showers, bar,
cheap meals. 10 mins walk from centre
of town. A bit cramped.

or

Friends Hotel

Very cheap camping in garden and EMs
can easily take cheap rooms at own
extra expense if weather is bad or
they just feel like it. Hotel dirty.

Money changer visits hotel, etc.
Workshop next to Friends Hotel (VW garage)

Many good restaurants.

Bleak House
Sigis
Mustapha Hotel

are just a few.

AVOID KHYBER RESTAURANT as self service
and food is kept warm all day and
everyone gets the shits.

Steak House in Chicken Street - cheap;
food good but be warned, you may get
the shits (not guaranteed!).

Mustapha Hotel

Expensive - 80 Afs per night B&B.
Char Rahi - Sederat
Kabul. Tel: 25136

Good restaurant.

VISAS

W.

Iran Visas:

Obtain any Irani visas required in
Kabul or Herat; price varies for
different nationalities. 2 photos,
24 hours.

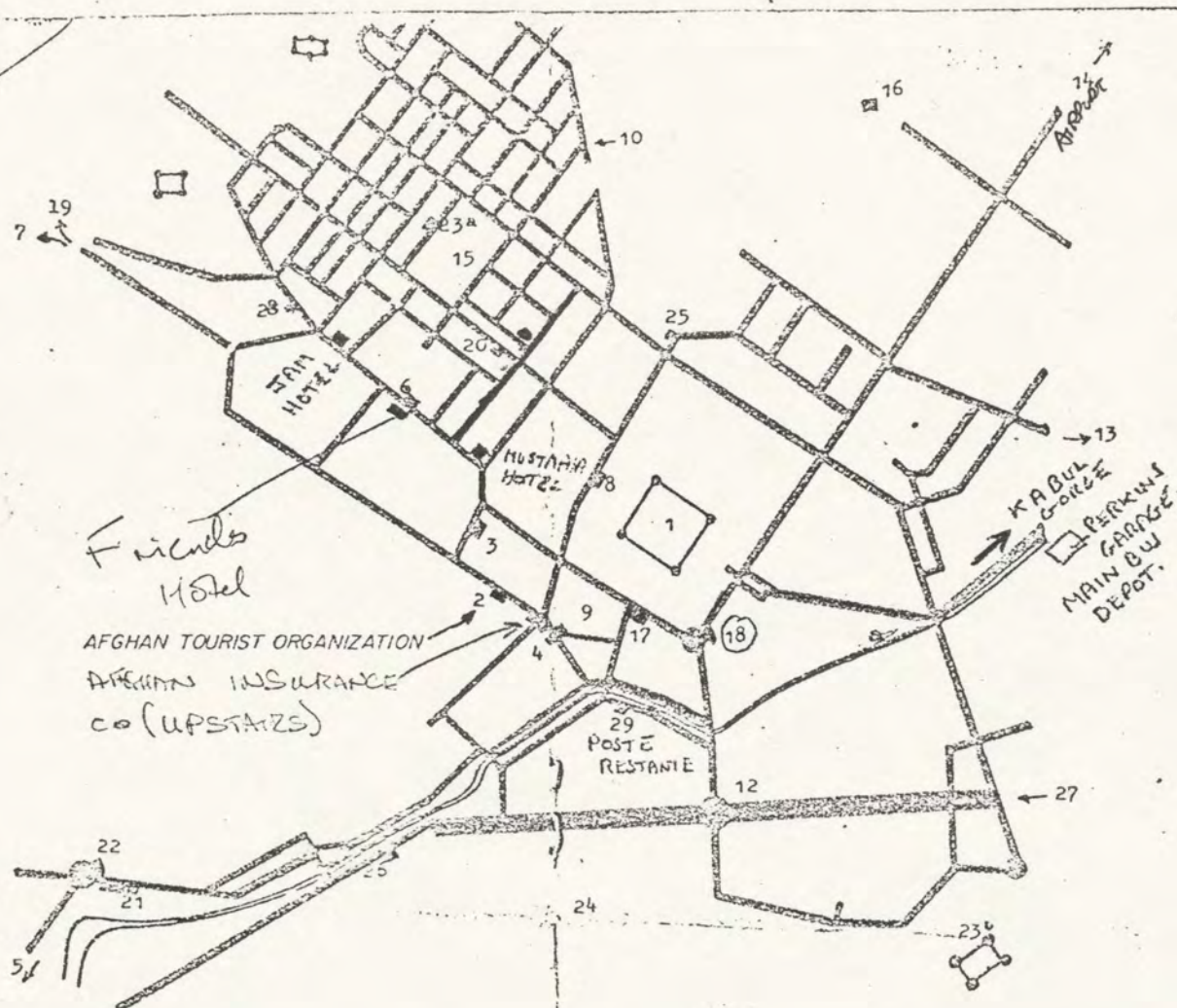
Most nationalities require one, except
North Europeans and British.

Embassy here may tell you to get visas
in Herat.

E.

Indian Visas:

Required on US passports entering
overland. Apply early as may have to
leave them while going to Bamiyan.



AFGHANISTAN'S PRESIDENTIAL PALACE 1

AFGHAN TOURIST ORGANIZATION 2

GOVERNMENT OFFICES

- 2 Ministry of Interior 6
 1 Ministry of Foreign Affairs 8
 3 Police Visa Office 3
 Traffic Department 22
 Post Office 29

HOTELS

- Intercontinental 7
 Kabul 17
 Spinzar, Metropel, Park, Plaza & Jaxil 4

HOSPITALS

- Wazir Akbar Khan 16
 Ayecina 26
 Maternity 28

RESTAURANTS

- Khyber 18
 Baghi Bala 19
 Marco Polo 20
 Golden Lotus 25
 Gulzar 23a

POINTS OF INTEREST

- Zarnegar Park 9
 Shari Nae Park 15
 Kabul Museum 5
 Kabul Zoo 21
 Neen Gux & Babur's Garden 11
 Kabul Gorge 13
 Kabul Airport 14
 Bala Hissar 23b
 Jado Maiwand 27
 Char Chata 12
 Shari Nae 10
 Old City 24

AFGHANISTAN (cont'd)

If travelling on the northern or central routes, you should visit Bamiyan and Band-i-Amir before descending to Kabul.

BAMIYAN:

260 kms - 1½ days

Leave trailer at hotel and take minimum of pax luggage and the tents.

Turn right out of Jam Hotel and take the way north to MAZAR-i-SHARIF for 73 kms. At Charikar turn left onto dirt road. (Just before turning, there is a downhill of 1 km across a bridged valley floor and up the other side, near the top, there is a fuel station on the right and the Bamiyan turning is directly opposite - can easily be missed).

195 kms of corrugated single track road - beware of crumbling bridges (first 50 kms were being rebuilt in June 74).

Lots of small interesting villages and continuous cultivation along the whole valley until the Shibar Pass (2,100 metres) is reached. From Kabul side, this is a very sudden climb with hairpin bends - use low ratio but shunting round bends should not be necessary.

Descent is more gradual going through narrow gully at one point, then opening out. Don't forget to fork left at 'Y' junction (25 kms to Bamiyan) at entrance to Bamiyan valley.

With an early start, it's possible to reach Bamiyan in one day.

Sleep in chai house - warm and friendly. A great night with a couple of guitars and a bottle of plonk.

Bamiyan, n-west of Kabul, is famous for its frescoes and rock carved Buddhas. A resting place for the early caravan trains between Balkh and Peshawar. It was also a place of pilgrimage for devout Buddhists. A vertical cliff which rises abruptly out of the Bamiyan Valley floor is honeycombed with a number of Buddhist caves which date from 3rd century to 5th century AD when Buddhism was firmly established in this region. The eastern Buddha statue is 35 metres high and is believed to be the more recent of the two.

It is usually worthwhile hanging around Bamiyan for about 4 hours to do the Buddhas, shopping and snacks. Recommend the group to go to the Kabul Bakery and stop the truck outside it. (Bamiyan is a one-street town) This place does superb currant and apple pies plus other goodies including bread. AZZIM, the owner, always gives plenty of Bakshee to the driver. He can also arrange to do an evening meal out very cheaply but it is a good idea to have it for the return trip through Bamiyan from Band-i-Amir. Better place for group meal than Kabul.

Band-i-Amir is a good place for a barbecue but no vegetables, meat or firewood up there so obtain everything in Bamiyan.

AFGHANISTAN (Cont'd)

BAND-I-AMIR

75 kms (4 to 5 hours. Make sure you arrive in daylight.

HAVE BRAKES PROPERLY ADJUSTED!!!

Road to Band-i-Amir is good dirt surface, mainly used by Jeeps and small bus/trucks. Altitude rises steadily to 3,500 meters and engine power drops correspondingly.

No steep gradients but road takes long sweeping zig-zags to climb moderate slopes, even so a low ratio is frequently needed to stagger over crests. Do not be tempted to climb the short-cuts made by vehicles coming downhill.

Final descent to the lakes is 300 metres. When the lakes come in sight unload the passengers and tell them to walk down, enjoy the scenery etc.

Last 2 kms looks easy from the top but there is one very dangerous hairpin and another difficult one 200 meters further on. It is possible to go round both hairpins "In one swing", on the way home, by running the truck up the embankments. The angle of tilt does tend to make passengers a trifle nervous though.

Going down usually involves shunting around some in low-ratio and hang on to the handbrake! Shunting has to be done facing a 30 meter drop, track has steep camber towards the edge. Great Fun!

Scenery at Band-i-Amir is breathtaking. No hassling up here so it is worth spending a night there if not too cold. Otherwise it's possible to do Band-i-Amir in a day.

Camping only allowed on one site as the area is now a National Park.

The nearby chaikhana can supply chai, meals and fresh fish for Bar-be-Cueing. Also underfloor heated accommodation for cold weather. Choice is either freezing in the tents/truck or stifling in the windowless dormitory.

Next door is another Kabul Bakery run by Azzim's cousin.

Horses also on hire every day from 40 to 100 Afis per hour.

Trip from Kabul to Band-i-Amir and back should take 4 days. Trailer and luggage should be quite safe at Jam Hotel.

Vehicle should have a good servicing on return, special attention given to suspension as that road hammers "U" bolts and "centre bolts".

E Fill up with fuel before leaving Afghanistan for Pakistan

KABUL TO PAKISTAN 250 kms 1 day

Take road out to Jalalabad through the Kabul River Gorge. Shop at Jalalabad and carry on to frontier, easy driving. Terrific scenery.

Border post at Torkham Khyber, can be frustrating place as the 'system' changes frequently. There seems to be a long standing feud here between police and customs. Have a couple of bottles of beer and cigarettes handy in case they are needed to smooth the way.

AFGHANISTAN (cont'd)

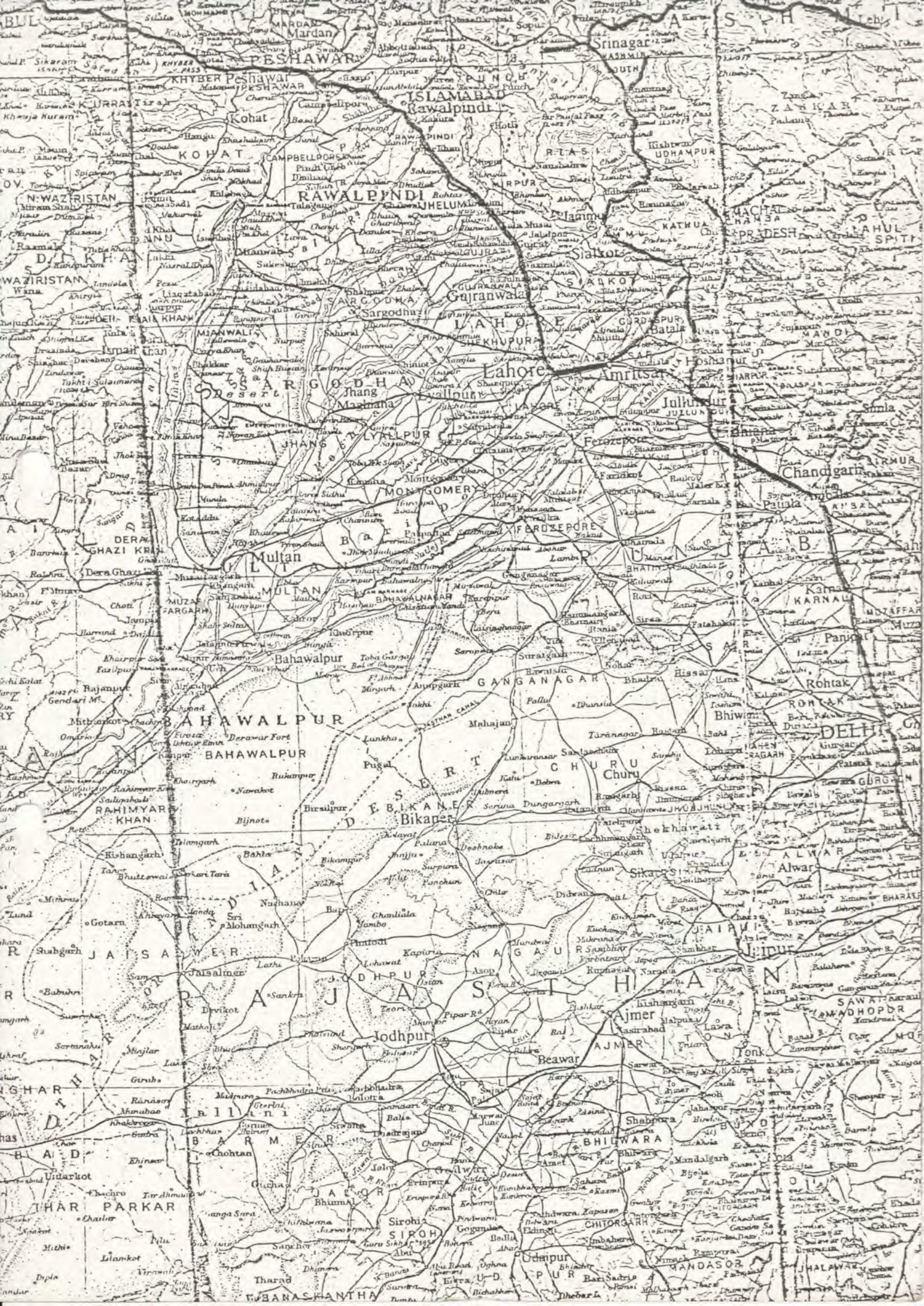
From Kabul - via Kabul Gorge - Jalalabad - Torkham Kyber (border) - Khyber Pass.

Money:

Banks now give better rates than black markets but can usually take up to 2 hours for transactions. Sometimes have a limit on how much one person can change so take several pax. Afghani bank notes are very tatty so when receiving change, make sure they are complete notes. Banks now require currency declaration.

*** NB: Always check money given to Afghani fuel pump attendants. They have tended to take the money from you and then substitute a 50 Af note for a 500 Af Note and tell you that you haven't given them enough. BE CAREFUL.

PAKISTAN



AFGHANISTAN-PAKISTAN BORDER

KHYBER PASS

No Camping, but you can sleep on balcony of Pakistan Tourist office on border.

OR

Camp on the river an hour before border.
This gives time to make good camping country near Rawalpindi next day.

KHYBER PASS

Pass is about 20 kms long, fairly easy driving with no steep gradients. Not as spectacular as the Kabul Gorge, but has many signs of its turbulent history. Many regiments of the British Army stationed here had their UNIT badges cast in concrete and fixed to the rocks along the road, while every hilltop along the way is surmounted by a small fortress.

Vehicles are not allowed up the Pass after 1800 hours owing to frequent shooting incidents. Local tribes people often throw stones and do not like groups taking their water from their wells at the top of the pass.

FOREIGNERS ARE NOT ALLOWED TO STOP OR TAKE PHOTOS IN THIS AREA

DO NOT REPEAT NOT ATTEMPT TO CAMP HERE

At the Eastern end of the pass is Jamrud Fort where Westbound vehicles have to stop and pay the road toll. This is an interesting place for $\frac{1}{2}$ an hour tea break. Lots of armed tribesmen wandering around who will let you take photos - only if you are polite. Passengers should keep in small groups and should be warned to get out if any trouble starts - such as hassling or stone throwing.

PAKISTAN (cont'd)

NEED 8 PAX LISTS FOR AFGHAN/PAKISTAN BORDER.

Immigration needs 5 pax lists.

You must pay 50 Pak rupees road tax for travelling through KHYBER PASS.

Customs require money declaration usually total amount carried by all group. Tell pax to keep exchange notes. Rarely checked on exit.

PAKISTAN VISAS: Not required by any tourists. However, USA must have exemption stamp on passport, obtainable at frontier.

There is no official bank or official exchange rate for leftover Afs but tribesmen hanging around the frontier are always keen to exchange Afs and Pak Rps - usual rate is 4 to 1.

Nearly all Pakistani trucks are Bedford J types and the army uses RLs so plenty of spares available in towns but rather expensive. Pak mechanics always very helpful and usually speak English. Spares should always be procured in Pakistan before entering either India or Afghanistan.

PAKISTAN

HISTORY

In many towns there are relics of several cultures. Lahore Fort was enlarged and improved by the Moghul, Akbar and his grandson Shah Jahan.

RACES

The population of Pakistan is a complex mixture of indigenous peoples and many racial types are to be seen from the tall fair skinned to the short headed and long headed Mongolians. Regionally sometimes grouped into 4 i. True Mediterranean type found in Punjab ii. Oriental Med. type in Punjab and Sind iii Pashtuns of north west Frontier Province iv. Baluchi type which derives from Iranian stock.

CAPITAL

Islamabad (N. Rawalpindi)

POPULATION

69 million (1972 census)

LANGUAGES

Punjab 66%
Sindhi 13%
Banto 8%
Ardo 8%

No single language can be said to be common to the whole nation. English is used for official purposes though it is spoken by only 2% of the population.

Religion

97% Muslims

CLIMATE

Winds prevail and rainfall is irregular. In the north with its high altitude and heavy snow the climate is Alpine. The Punjab's climate varies ranging from torrid summers to chilly winters but frost is rare. Swept by winds bearing dust and sand.

CURRENCY

Pakistan Rupees

Exchange Rates approx 17.50 Rps = £1

~~Exchange Rates approx 17.50 Rps = £1~~

TIME

GMT + 5 hours

PUBLIC HOLIDAYS

Pakistan Day

March 23rd

Independence Day

August 14

Revolution Day

October 27th

Jinnah's Birthday

Dec 25th

Also Moslems religious Hols.

Fuel costs

25p per gallon Muslim country kindly treated by Arabs, so availability good now.

310 000 square miles

Only bank which can change foreign currency is the State Bank of Pakistan.

Branches are always slow, invariably difficult to locate and probably shut . . . Close at 11 a.m. sharp on Fridays.

There is a black market in most big towns but best avoided as the police are very active and often set traps for foreigners.

After the Indo-Pak war, all Pak bank notes were later printed in slightly different colours to Distinguish them from Bangladesh (E.Pak) notes. There are still plenty of old notes in circulation and usually unloaded unto unsuspecting tourists, but these are no longer valid.

e.g. -	100 Pak Rs note	Old = green	New = blue
	50 Pak Rs note	Old = grey/green	New = grey/blue

SOUTHERN PAKISTAN ROUTE

ZAHEDAN - DALBANDIN - QUETTA - KANDAHAR

Route much the same as Kerman-Zahedan through desert country mainly sealed road after Dalbandin - quite interesting scenery before Quetta.

QUETTA

Good for shopping and booze store.

Crossing border between Quetta and Kandahar after crossing Spin Baldak pass. Have patience and courtesy to officials especially the Paki's - can be a little bit funny in the area.

PESHAWAR 20 Kms from Jamrud

CAMPING : Teaps Hotel, 5 Rps per person.

The town is dominated by the 16th Century Pala Hisar Fort. Centre is a bit of a smattering like Afghan towns but more affluent. Excellent covered Bazaar down Qissa Khori Rd. Also interesting market. Meat cheap in Pakistan, 16 Rps per lb.

Best place to park is probably at the Bus Stand for SWAT.

Afghan Consulate on Commissioner road for Westbound visas. Opens 0.900 hours (50 Pak Rps ONLY - 2 photos) and supplies by 1200 hours the same morning. no other currencies accepted.

Plenty of workshops and Bedford Spares available.

RAWALPINDI 105 miles (168 Kms)

Large fairly modern city - plenty of food and spares. Not much else to see. Good place to stock up with beer before Afghanistan.

GRAND TRUNK ROAD NO. 1

Very good fast road from Peshawar, Rawalpindi to Lahore. After the Autobahns it is probably the most dangerous road on the Trans Asia route.

Polished tarmac, very slippery after rain. Pakistani buses the worst hazard, they always travel flat out and often overtake 3 abreast.

Islamabad - modern city 10 miles from Trunk Rd - started in 1961

The situation of the Potwar Plateau is ageless in its strategic importance. It is a logical halting place for travellers coming from the West via Peshawar and going to the East or coming from the East via Lahore and going to the West. It is this natural geographic advantage which made this plateau, where Rawalpindi-Islamabad are located, the international cross-road of history and commerce from time immemorial. Rawalpindi, originally a village, gradually grew into a town and then into a city during its long existence from the prehistoric Stone Age up to the present times. The British realizing its strategic location, converted it into a garrison town as early as the middle of the 19th century.

After independence (1947), the military importance of Rawalpindi continued as of before. In 1959, however, events took a turn which led to the emergence of this military town as interim capital of Pakistan. About the same time, the foundations of a new city, namely Islamabad, were laid about ten miles to the north-east of Rawalpindi, higher up on the Potwar Plateau; this was the beginning of one of those rare, built-to-plan modern capitals of the world. As the two twin cities, Islamabad and Rawalpindi, continue to expand rapidly the time draws very near when they should merge to form one very large metropolis; already, both the cities are served by a common airport at Chaklala and a common railway station at Rawalpindi.

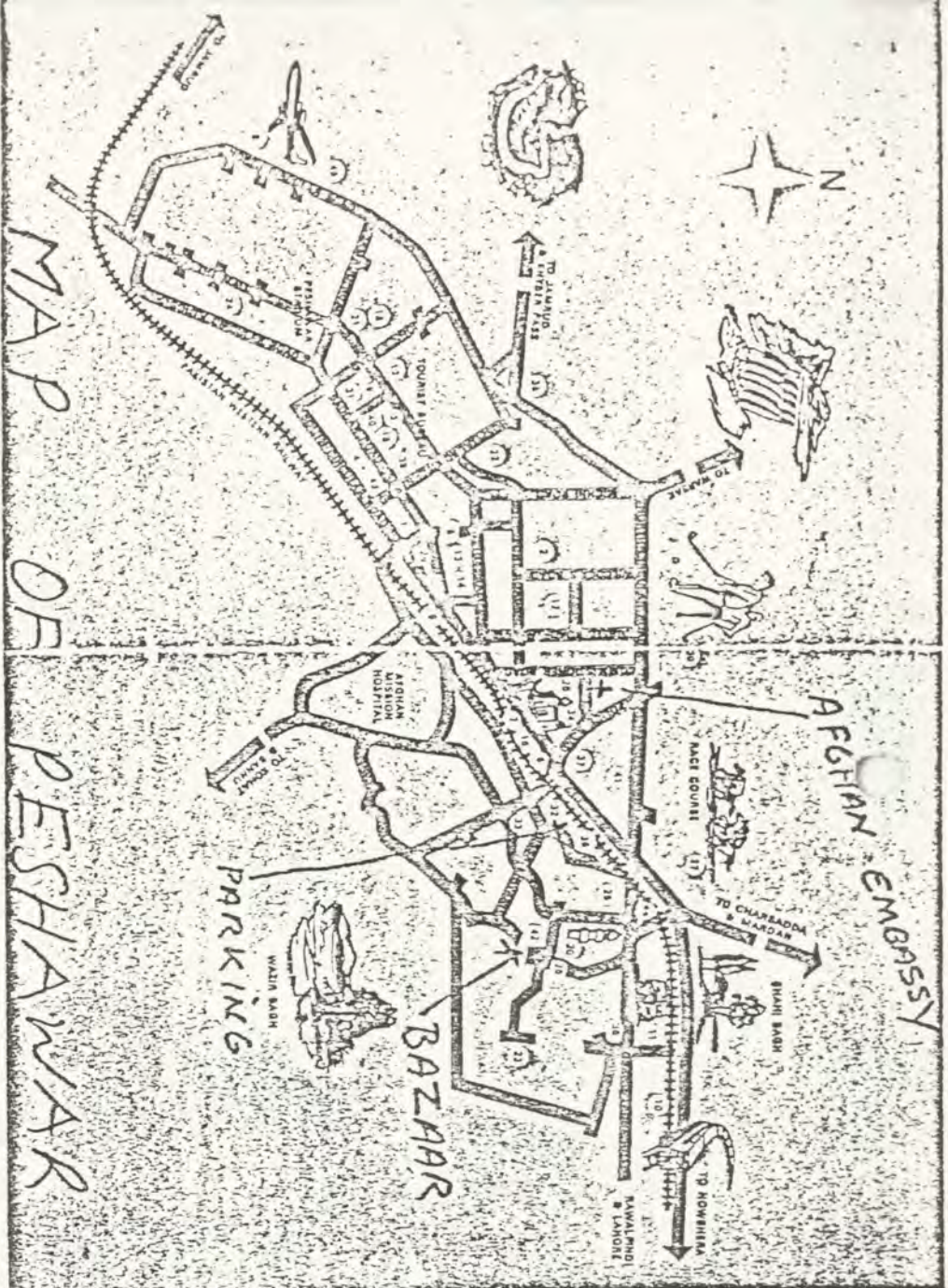
Rawalpindi-Islamabad, situated at the Murree foot-hills in the north of West Pakistan, are also the central place for trips to the Murree Hills and the Kaghan Valley as well as to the Gilgit Agency and Hunza, the Shangrila of Pakistan—a very popular tourist resort for visitors from abroad.

A view of Murree

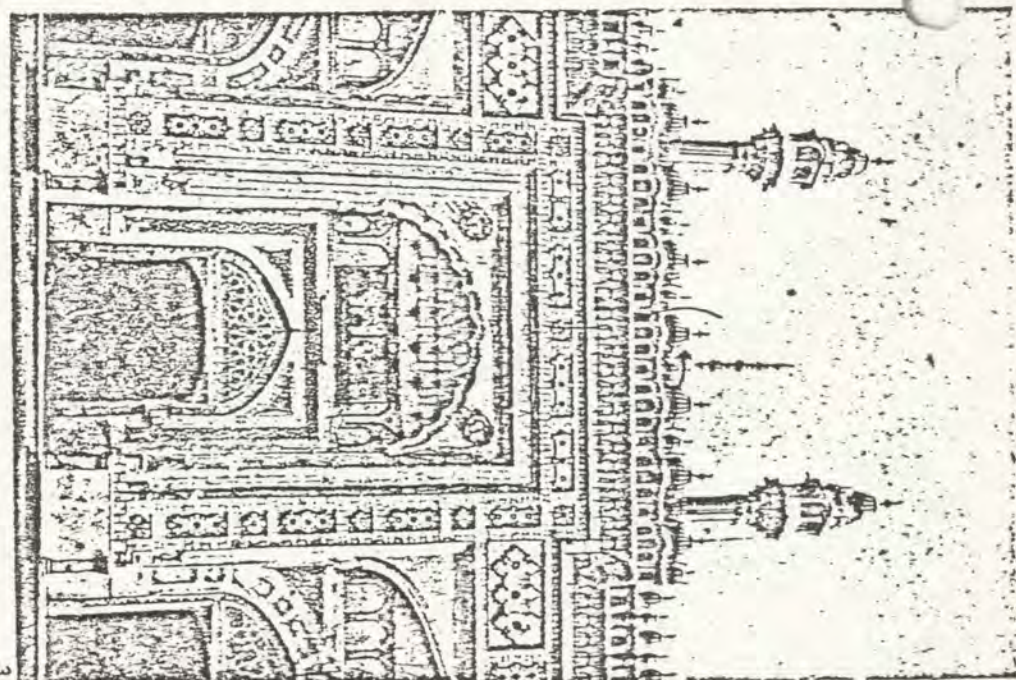


Hotel Inter-Continental Rawalpindi Lobby





- REFERENCES**
1. DEAN'S HOTEL
 2. SERVICES HOTEL
 3. LALAZAR HOTEL
 4. GILLET HOTEL
 5. DAK BUNGALOW
 6. CINQUE HOUSE
 7. SHAHI MEHMAN KHANA
 8. AIRPORT
 9. CAMPIONMENT RLY. STATION
 10. CITY RAILWAY STATION
 11. BUS STATION
 12. GINIDLAY'S BANK
 13. NATIONAL BANK OF PAKISTAN
 14. TELEGRAPH OFFICE
 15. GENERAL POST OFFICE
 16. MUSEUM
 17. ABASIN ART CENTRE
 18. ST. JOHN'S CHURCH (PROTESTANT)
 19. ST. MICHAEL'S CHURCH (CATHOLIC)
 20. MAHABAT KHAN MOSQUE
 21. PESHAWAR CLUB
 22. DV. HIGH COMMISSION FOR U.K.
 23. GOR KHAFRI CITY POLICE H.Q.
 24. OFFICE OF POLITICAL AGENT KHYBER
 25. BALAHISSAR FORT
 26. CHOWK YADGAR
 27. RACE COURSE
 28. GOVERNMENT GUEST HOUSE
 29. BUS STATION (SADDAH)
 30. GOLF COURSE
 31. PIA OFFICE AND HOTEL INTERNATIONAL
 32. BUS STAND FOR SWAT, LANDIKOTAL
 33. KAMRAN AND ABASIN HOTELS
 34. FOREIGNERS' REGISTRATION OFFICE
 35. PESHAWAR UNIVERSITY
 36. ROYAL HOTEL
 37. POLICE EMERGENCY CENTRE
 38. SOEKARNO SQUARE
 39. STATE BANK OF PAKISTAN
 40. MEDICOS (DRUG STORE)
 41. RADIO PAKISTAN
 42. PESHAWAR POTTERY WORKS
 43. W.P.I.D.C. HANDICRAFTS SHOP
 44. JINNAH PARK
 45. P.A.F. MUSEUM
 1. Vale of Swat.
 2. Gissa Khawani bazar.
 3. Mahabat Khan's mosque.



PESHAWAR—AND ITS ENVIRONS

The north western region of West Pakistan is excitingly varied in its appeal:

the rugged, barren and mountainous terrain of the Khyber Pass; the fertile valley of Peshawar watered by the River Bara; the hilly and lush green southern part and the mountainous and wooded northern part of the Swat Valley through which meanders the River Swat; and the richly colourful, panoramic pattern of the beautiful and mountainous Kaghan Valley along which flows the Kunhar River—this transition from the barren and rugged region to the increasingly fertile ones is most exciting in the astonishing contrasts that it presents to the senses.

Excepting the hot Peshawar summer and the cold Kaghan winter, the dry and bracing climate of this region is pleasantly moderate for most of the year:

in spring, the valleys of Kaghan and Swat are wreathed in fragrant flowers of various colours and the air is fresh with the scented forest breeze;

in summer, the mountain slopes are thickly carpeted with grass covered with wild flowers of varied colours, and the valleys are watered by bubbling mountain brooks, rushing torrents and silvery cascades;

PAKISTAN (cont'd)

LAHORE

165 miles

Main Street is the MALL.

Good rendez-vous is the YMCA on the left side of the MALL - 200 metres past KIM's GUN. Between these on the right side is a good covered bazaar stocked with plenty of tinned goods, jam, cornflakes and a butchers department.

Tourist Office very helpful if you have any problems.
Transport House - Egerton Rd

Very good place for a meal out, European or Eastern type restaurants abound. Money can be changed at FALETTIS or INTERCONTINENTAL HOTEL (better rate for T/C). Plenty of tours around but may be police agents or peddling out of date money - AVOID BOTH HOTELS ON THE MALL.

Best method of transport is the scootersha.

Lahore Fort and Shalimar Gardens worth a visit.

Warn girls not to walk through old part of the town by themselves and to dress sensibly.

Hospitals

Mayo Hospital
Allama Iqbal Rd

Lady Atchison Hospital
Anarkali Lawrence Rd

Telegraph office

Telex 942 or 944
callback CTO LAHORE

GPO

The Mall, behind district court.

Telephone numbers

AMBULANCE 64101 2214 2999

POLICE 3333 or 4444

CAMPING

ZONOBIS HOTEL 25E Gulberg Lahore

Very good. 3 rps per head. Free for driver. Parking for truck in garden. Clean showers & loos. excellent restaurant. Cheap enough for group meal. *Steaks good.*
Manager changes money
Buy beer at shop opposite.

Lahore is probably the best place for spares or repairs as there are branches of all the big international companies and hotels where the group can camp.

Main Bedford Dealer

ROMA MOTORS

The Mall (opp. Cathay Chinese Restaurant).
Garage and restaurant both very good.

TREVOR LEE RELIABLE ENGINEERING
58 Lawrence Road (behind Zoo)

Good repair shop, but make sure you deal
with Trevor. He has been dealing with overlanders

TEL 6981

PAKISTAN (cont'd)

British Embassy

Diplomatic Enclave
Ramna 5
P O Box 1122
Islamabad
Tel : 22131

ALSO

Racecourse Road
Lahore

LAHORE - WAGAH 17 miles

5 miles up to border is a military area and foreigners should not stop or camp there.
Indo-Pakistan Border WAGAH

Border closes at 1600 hrs exit and entry Pakistan usually takes about 3 hours.

Westbound U.S.A. require Exemption Stamp on their passports obtainable at Frontier.

Except British passports, prefixed with C or D (i.e. issued abroad) without either UK immigration stamp or "Holder has right of abode in UK".

NB: PLEASE DO NOT RETURN THIS PAGE TO LONDON UNLESS YOU ARE MAKING A CONTRIBUTION.

NOTES ON & ADDITIONS TO THE HANDBOOK

EXPEDITION FROM KATHMANDU TO LONDON... DEP. DATE 12/9/78

DRIVER(S) NAME(S) TOM COLVILLE... DATE 9/10/78

PLACE OF INTEREST KACHAN VALLEY COUNTRY PAKISTAN

DESCRIBE CLEARLY & CONCISELY HOW TO GET THERE, INCLUDING THE FOLLOWING POINTS :

DISTANCE FROM NEAREST TOWN/VILLAGE RAWLPINDI - NARAN 169 miles

ROAD CONDITIONS GOOD TAR → ROUGH MOUNTAIN DIRT

WEATHER CONDITIONS GETTING COLD IN OCTOBER

CONSPICUOUS LANDMARKS BALBUSAR PASS TO GILGIT → AT 13,600 FT.

STATE WHICH MAP USED (USING EO MAPS) BARTHOLEMEW'S + LOCAL TOURIST MAP

FACILITIES (i.e. gas, spares, postoffice, food, etc)

ABBOTTABAD FOR SHOPPING

MANY VILLAGES FOR FRUIT + VEG.

COSTS (LOCAL & STERLING EQUIV) 3 days extra in Pakistan
Approx \$100

GIVE REASONS WHY YOU CONSIDER THE ABOVE WORTHWHILE VISITING:

An excellent valley off the Tourist/Overland
Route with interesting local people and fabulous
scenery. Excursions from Naran exciting and
worthwhile.

GENERAL COMMENT, IF ANY See Attached Letter

(Continue over if necessary, but be brief)

(Continued from previous page overleaf.)

HAZARA — KAGHAN VALLEY

This valley is somewhat similar to Swat with rushing rivers steep forested Hillsides, friendly people and fabulous scenery.

We obtained final information on the feasibility of running a truck up to Naran and with their information the group vote was to go to Taxila that afternoon then spend the next 3 days in Kaghan. I up the valley I there and I back down. Without exception they have all thoroughly enjoyed the experience and have told me so.

Route. Taxila → WAH → MAIN LEFT TURN FOR ABBOTTABAD
2hrs later stopped in Abbottabad then on good tar road through Mansehra and over a small forested pass, where we had lunch, and down into the Kaghan valley proper. We reached Balakot soon after 3pm and still on tar road we continued onto the "joepable" part up to Kaghan village. This is a road similar to the Sinagar or Pokhara roads built into a steep hillside up to 1000 feet above the river. Local buses and full sized "J" type Bedfords use it to transport goods people and Timber down the valley. Apart from 2 tight Hairpin bends it is easily big enough for an EO truck. The twisting road led us to Kaghan after 2½ hours from Balakot and with darkness falling we camped 25 ks short of Naran in the fields beside the road. Next morning the chilled group collected together and we drove the last 1½ hours into Naran, at 7900 feet. The last 30 ks or so are dirt. Sometimes very good sometimes very narrow

with crumbling edges but used by local 'J' types and 2nd world war Chevrolet trucks which transport huge loads of timber. Certainly a better road than North Afghanistan!! Although quite tight for GNM in places. It twists and winds through streams, villages and up and down steep sided gorges through spectacular scenery.

At Naran there is a bazaar, police station and Government run Jeep Agency as well as Tourist Bungalow and a couple of Hotels. The atmosphere is very friendly and several of the villagers speak good English. We camped in the village in front of the Jeep Agency without Hassle.

We had 7 of the group who wanted to see Gilgit from the Balbusar pass. Accessible by jeep only. We hired a Land Cruiser and bumped and crashed the 45 miles to the top of the pass in 4 hours. Climbing 6000 feet and passing the now empty summer villages of the nomadic Herdmen, we crossed ~~across~~ ^{over} rushing streams saw glaciers and a blue lake - it was a great experience. Unfortunately our arrival at the top coincided with a blizzard so we froze and did not see Nanga Parbat as we had hoped. How Gilgit lay spread out below in a very inviting way. It took the local driver only 3½ hours to get us back to Naran and we were a little bruised and chilled when we arrived. But a great Excursion.

It is also possible to hire a jeep to visit lake Saiful Muluk at 11,000 feet 6 miles from Naran. That journey takes 2 hours each way!! Horses are available in the summer and fishing is also possible. Its a great place for a holiday.

As a side trip it had everything to recommend it with dirt roads, impressive scenery and exciting excursions.

The Total driving time from Taxila - Naran was 8 hrs. Four hours were from Balakot to Naran. We did it in 1 day + 1½ hours next morning. If we had left Taxila at 6.30 am we could have easily done it in one day comfortably.

We allowed 3 days for the round trip 1 up 1 back and 1 day there with 2 jeep excursions possible + in season pony riding - fishing and Hillwalking etc the side trip would have merited an extra day in July August or September. The season at Naran is June → September, In October it was a bit cool!!

Guides are available through Pakistan Tourist Development A. as are jeeps / drivers etc.

Our Land Cruiser cost 500 rps for the excursion to the pass, expensive but what a way to spend 7 dollars each. The Jeep's might have cost 450 rps but they are more cramped (and slower!!)

The Lake Excursion is 120 Rps for a Jeep.

INDIA

INDIA

GOVERNMENT

India is a Sovereign democratic republic. Its contributions having been influenced by British United States and Canadadians.

RACES

The peoples of India are largely products of successive invasions resulting in an intermingling of peoples to such an extent that racially distinct categories are hard to establish. It may be said however that the main ethnic strains that have mingled in various combinations are the Caucasoid, Mongoloid, Australoid and Negroid.

CAPITAL

New Delhi

Population:

700 M-llion (approx)

LANGUAGES

225 main languages have been listed including Sanskrit, one of the 15 official languages in the early 1970's was spoken by less than 3000 people. However Hindi and English are the two official languages.

RELIGION

Hinduism is above all the traditional religion of India. Hindus constitute more than 83% of the population, Muslims more than 11%. Christians around 3%. Sikhs 2%. Buddhists 0.75%

These are the national figures and in no way reflect regional percentages. For instance the Sikhs represent 60% in Punjab and 7% in Delhi.

CLIMATE

The climate is governed by the tropical monsoon region. There are three noticeable seasons. The cold season November To end of February

The hot season from March to June

The rainy season from June to October.

Rainfall and temperature show wide variations. Practically the whole of Assam and the West coast receive very high rainfall while the Thar Desert in Rajasthan receives a mere 4 inches of rain annually.

CURRENCY

Indian Rupees

Exchange rate Official 16.00 Rs. = £1

TIME

G.M.T. + 5½ hours

Area: 1,267,000 Square miles

BANKS

Grindlays, Srinagar

HOLIDAYS

BRITISH HIGH COMMISSION

8 Shantipath - Delhi

FUEL COSTS

30 Rupees per gallon

INDIA (cont'd)

FUEL (cont'd)

Vehicles should enter Nepal with full tanks as cost is higher in Nepal and rationing much tighter.

India offers plenty of opportunity for diversions and short cuts depending on time of year and mainly the amount of time available. Food always seems to be plentiful, bread, fruit and vegetables but meat often difficult to find and becoming very expensive.

Indian roads usually have good tarmac surfaces but average speed is kept down by hordes wobbling cyclists, buffaloes and bullocks with carts. Narrow roads are often heavily cambered and one finds that the heavily laden local trucks (TATA's) will never pull off the road centre to let anything to pass. As soon as these vehicles start to tilt the whole load or truck will topple over.

BORDER (WAGGA)

Closing hours: Closes 4pm Indian time 3-3.30 Pakistani Time

This border always very slow, thorough check of passports, visas, health certificates Carnets for truck and sometimes trailer.

Border officials at WAGGA advise that drivers should ensure that vehicle stamp is entered in driver's passport on entry - to be cancelled on leaving country. Applies particularly coming into India from Nepal.

Eastbound vehicles often turned inside out and luggage searched sometimes body searches usually by female customs officials (on the girls)

Customs will be looking for DRUGS, gold and other contraband such as large amounts of razor blades etc.

Their major interest seems to be Indian money as it is illegal to export or import Indian Rupees from India. ~~Indian Rupees have been brought in from India by the Indian people and are being sold in the Indian market at a high price.~~

~~Make sure your group understands this!! BEFORE ARRIVAL AT BORDER~~

INDIA (cont'd)

INSURANCE

The Oriental Fire and General Insurance Co Ltd
Amritsar, also Benares and Kathmandu
Srinigar
Delhi

Cost of Truck and 19 passengers Third Party,
Ensure insurance obtained covers Nepal.

approx. ¹⁹⁰~~150~~ Indian Rups.

Distance Covered: Pakistan/Indian Border to India/Nepal approx 3,000Kms.

ROUTE

Attari Road (frontier) - Amritsar - Batala - Batharkot - Jammu - Srinigar (Kashmir)
Jammu - Pathankot - Jullundur - Ludhiana - Ambala - Delhi - Agra - Fateput Sikri -
Gwalior - Jhansi - Chatapur - Kajuraho - Satna - Rewa - Mirapur - Varanasi (Benares)
- 2 alternate routes to Nepal
Route No 1; Gorakhpur - Nautanwa (frontier)
Route No. 2 Sasaram - Muzaffarpur - Motihari - Raxaul (frontier)

FUEL (may 75) No paperwork for fuel. Not usually any problem except
Delhi. Fuel often Dirty, especially in Jammu, Kashmir.

Indian fuel sets like jelly in cold weather, i.e.
Kathmandu, Kashmir and Afghanistan WESTBOUND.

EITHER DON'T USE IT - OR -

add 5-10% petrol or bottle of paraffin
to the tank. Keep a couple of jerries of
Afghani fuel for Kashmir.

WESTBOUND

Do not change any Indian Rps into Pak Rps
at the Wagga border bank, as they phone
through to Pakistan customs if you have exceeded
the maximum import limit of 20 Pak Rupees per
person.

INDIA (cont'd)

AMRITSAR

20 kms

Amritsar is the headquarters of the Sikh religion and the main interest is the Golden Temple. Well worth 3 hours just wandering around the temple and market place outside. Foreigners quite welcome as long as they remove their shoes at the entrance, wash their feet and cover their heads.

The city is a typical Indian city i.e. a complete shambles with bicycles, cattle and rubbish everywhere and unlike Pakistan, very few motor cars to be seen. Temple is very difficult to find; best method is usually to pick up a local teenager or a motor cyclist. Plenty of boys hanging around getting bored; they usually enjoy showing a group of tourists around.

Camping: It is possible to stay at the Sikh Guest House but have to leave the truck outside, so needs guarding. ALSO Mrs Bandharis Guest House, walled camping site, all facilities. Ask rickshaw driver. ALSO Tourist Guest House, fairly near Circuit House - ask rickshaw - recommended.

Insurance: E. BUY INSURANCE HERE - office at rear of Golden Temple.

Transport: Best way is by rickshaw.

KASHMIR:

500 kms

It is 2½ days hard driving from Amritsar to Kashmir by Batala, Pathankot and Jammu.

Batala is what passes for an industrial city in India - hundreds of small workshops opening on to the main street and broken machinery everywhere.

Kashmir border between Pathankot and Jammu. Toll 15 Rps, passport and pax list checked.

Groups should get just beyond Jammu for their first night. 33 km north of Jammu is good camping spot by river. Road turns hard left and small track leads down to river. Just after lefthand bend (heading north) is a small bridge.

THE NEXT STRETCH IS VERY MOUNTAINOUS and you must know where you're heading for the night to avoid night driving and to arrive at Srinagar at a convenient time of day.

Dak Bungalows at Banihal and Kud.

INDIA (cont'd)

KASHMIR (Houseboats) cont'd)

Take a firm line with the Traders who will come to the houseboats. If you don't you soon find it impossible to get in or out of your living room as they will quickly turn it -nto a market.

Passengers should be carefully briefed about Kashmir before arrival as a bad time there can easily ruin the entire trip:

They should be warned that:

Houseboys are light fingered as well as the traders who wander around the houseboats as please.

Local traders pester everybody for the first two days to buy all manor of souvenirs. Passengers should buy from traders known by Gulam as they then have some redress if the articles are unsatisfactory.

Clothing such as coats and dresses should be ordered early as they need at least one or two fittings.

Don't drink the water even if you have been assured it has been boiled - use true jerrycans and sterilize.

Tip for houseboys should be paid to Gulam for sharing out fairly. Only if warranted.

Passengers usually become a bit fed up with the, Kashmiri high power selling techniques if briefed carefully beforehand they will not complain too much. It is probably best if drivers keep out of the way and refer everything back to Gulam. Collecting money for the excursions is best farmed out to a passenger as the money can be given straight to Gulam without involving E.O. These excursions often cause dissatisfaction as the Kashmiris will usually try to hassle the group from one factory to another all day.

Drivers should make the effort to go round each evening to all houseboats and sort out any hassles.

ALSO SEE MOST RECENT DIRECTIVE ON NEXT PAGE (ALJ)

YUSEF

MAY

One of Gulam's sons ~~will~~ be able to arrange a night out in a lodge and a days trout fishing for you and a few members of the group - very relaxing and plenty of trout.

There is a provision for a day's outing to the mountains where the group can go walking or pony-treking. Gulmarg is 1 1/2 hours from Srinagar in good roads and is very pleasant. Good scenery. Must obtain permission from Tourist Office in Srinagar to use TANMARG/GULMARG rd. Toll 44 rps.

Sonamarg, towards the Chinese border, is more spectacular but is three hours each way on bad roads. Not recommended!

Son-et-lumiere at Shalimar Gardens is worthwhile.

Telegraph ETA Kashmir to Gulam Nabi Khar from Kabul and Amritsar (Eastbound) or Khatmandu and Delhi (westbound) One of his sons, Bashir, will usually meet the truck before it reaches Srinagar.

INDIA (cont'd)

KASHMIR (cont'd)

Taking a little more time :

Camp 33 km north of Jammu. Very nice site beside clean river. Turn right down track as road goes left over bridge.

Next day nice drive to Bannihal. Most villages here have good rest houses, but this one is good and cheap. 10/- for whole group, inside and out.

Good pub (Roxy bar and restaurant) in middle of town apposite petrol station (even has Engl. pint mugs).

Bannihal is 110 km from Srinagar, so arrive mid morning in time to settle in for lunch and find way around in afternoon.

HISTORY

Kashmir is now part of India. Quite recently when Kashmir was independent the Indian army moved in to protect her from Pakistan. When the threat from Pakistan was over the Indians did not move out but imprisoned the Kashmiri leader, and promised to hold an election. Their leader is still in pris on and no elections have been held. The Kashmiri who are muslim resent being ruled by the Indians who are Hindi. The Indians know this and keep a large armed force in Kashmir.

Srinagar dates from the 6th Century and contains evidence of the various cultures that have settled here.

TELEX: Grindlays Bank. No. 208. Callback COX1AGX 208.

HOUSEBOATS

We normally stay on the houseboats for 5 nights. TAKE A FIRM STAND WITH GULAM RIGHT FROM THE START.

38

Make sure Gulam does not overcrowd the rooms - at 25 Rps a night each we expect the best. 2 to a room with the occasional 3 to make fit.

Breakfast, lunch (packed lunch) and dinner.

Fires in sitting room in evenings ~~is~~ required.

Gulam will look after anything valuable, the rooms are not 100% safe.

Will all Asia driver/leaders please note two constantly recurring aspects of EO associations with our Kashmiri houseboat owners.

1. Varying standards : Recently the hospitality shown to us has sometimes been as high as we should expect. At other times it is substandard. Each driver/leader must make clear to the houseboat owners that he expects exceptional service and that London will otherwise be informed and the appropriate action taken.

This message is the job of the leader. I prefer this. At present too much sabre rattling direct from me to Gulam is not the best way to get lasting results although it would probably contribute to showing an immediate improvement. Driver/leaders must keep the houseboats up to scratch.

2. Recommending traders : There seems to be a view that EO recommends particular traders. Even when it used to be made clear that we did no such thing the traders would tell of their amazing services to us and what satisfaction EO has always displayed. Will driver/leaders note that you are now instructed to advise your group that EO disassociates itself from all recommendations and that people are advised that "the more a trader implies himself as being in high esteem the more suspect he should be considered!"

Also people should be :

1. Very strongly advised that purchases should only be made if paid in full and taken with them (permission for any bulky purchases in advance with the leader) ;
2. That every discouragement should be given to traders visiting the houseboats - unless the group prefers to be plagued by the whole (Gulam approved) bazaar.

The present problems have been recurring ones over the years and it is not good enough that each leader/driver should be "once bitten" before seeing the pitfalls.

COMMISSIONS IN KASHMIR

As a result of discussing the above prior to 'going to print' it has been brought to my attention that a recent innovation has been a 3% rake-off on sales taking place with Gulam's cronies.

For this to have established itself in EO makes me wonder if I am always dealing with colleagues whose honour I understand. And under these circumstances it is difficult to express to them the indignation I feel.

The practice will stop at once. As of 1 September the Safety Award will include a total Safety Award loss for accepting any bribe or back-hander (genuine gifts obviously excluded). And accompanying this penalty is the reminder that the safety award does not preclude the possibility of more serious reaction from EO.

INDIA (cont'd)

KASHMIR (Houseboats) cont'd

Gulam will fix any problem with fuel, money or vehicles.

Fuel tanks here will take you to Kabul.

Some Bedford spares available and welding facilities.

Fill up with diesel here, more expensive than on the plains but supplies very uncertain in India during 1974.

The whole Kashmir deal is under review at this time. (1 Aug 1975 RKM)

KASHMIR TO DELHI

800 Kms 2 days

Via Jammu - Pathankot - Jullundur - Grand Trunk Rd (GT Road) to Delhi.

Good roads all the way but sometimes takes longer as frequently passengers will have contracted diarrhoea at Srinagar.

COMING DOWN YOU CAN REACH THE SPOT 33 km north of Jammu
in one good day from Srinagar.

Next night about Ambala (Dak Bungalow) and then
Delhi by lunch time next day.

INDIA (cont'd)

LEH:

Total distance approx. 900 kms.

This trip from Srinigar takes approx. 6 days round trip.

It is recommended that the trip takes place after 3 nights on the house-boats, allowing a further 2 nights on the boats on return. Let Gulam know before you arrive if you are intending to do this - at the latest he should be informed when you are in Kabul (for eastbounds) or in Benares (for westbounds).

Reports indicate that this trip is very worthwhile.

Route: Srinigar-Dras-Kargil-Mulbekh-Leh.
NB: Road only open June-September inclusive (maybe May and October). At other times, very cold.

Diesel: From reports, only available in Leh.

Road: Mainly single-track tarmac, bumpy but in fair condition. Corners tight but should not require shunting. Leave trailer with Gulam. Beware of army convoys. They are preceded by truck with blue flag and finish with one carrying a green flag. Get off road as soon as you see blue flag.

3 high passes: a) Zoji-La 11,578 ft.
b) Nomika-La 12,200 ft.
c) Fatu-La 13,479 ft.

On the first day, you should aim to get near Kargil (174 kms from Srinigar). Possible to do some shopping in Kargil. Police demand one pax list.

Carved Buddha at Mulbekh.

Gompas (buddhist monasteries) at Lamayuru contain murals. Monks, known as Lamas, hospitable.

Leh: Tourist Office: At Dak Bungalow, require one pax list.

Camping: Khangri Guest House near Dak Bungalow - good and cheap but near diesel generating station.
or
Circuit House - north of town.

There is an old Palace and Gompa on a hill above the town - worth climbing up to. Many gompas around Leh. Hemis Gompa (turn left after diesel station) bit touristy. At Shey Gompa there is an 800 ft golden Buddha. Also Tibetan refugee camp with handicraft centre.

Average speed 20 kms hour with convòy delays, etc.

Leh affords excellent opportunities for one-day treks.

In future, it may be possible to do round trips Jammu-Srinigar-Leh-Simla-Delhi.

INDIA (cont'd)

DELHI:

History:

Delhi at one time or another has been ruled by Aryans, Greeks, Kushans, Huns, Hindus, Muslims, Afghans, Moghuls and of course, the British.

The British influence is seen not only in the architecture of New Delhi but also in the brand names of many everyday articles e.g. cigarettes, motor bikes and, most important, Bedford trucks!

Of the others, the Moghuls, most notably, have left behind evidence of their occupation.

Camping:

DELHI TOURIST CAMPSITE: NB SECURITY ON THIS SITE NOT GOOD. BE CAREFUL.

On Jal Nehru Marg.

Hot showers, reasonable toilets, cafe, clean and 10 mins from centre by scooter or taxi.

Money:

Best place for official changing is the American Express offices at Connaught Circus.

Or: at any large hotel e.g. Hotel Imperial, Janpath.

Shopping:

Stores: Food, toilet rolls, etc. can be obtained at the Anapurna Consumer Store on Janpath Rd.

Spares: There are very few parts that cannot be obtained here or in the old town market - just keep looking.....

Gas:

Bottles should be filled at the Shell depot on New Rotak Rd in Old Delhi.

Meal out:

at the Moti Mahl on Subaash Marg.

Tourist Office:

88 Janpath Rd (near Connaught Place)

Telegraph Office:

On Janpath Rd.

W.

Westbound groups should telegraph Gulam giving E.T.A. at Srinigar.

Telex:

Hotel Imperial, Janpath Rd.

No. 3303 Answerback - HTL IMP 3303.

Travel:

Baluja Travels - behind BA office on Connaught Pl.

NB: Cheap tickets Delhi-London can be arranged at BA office - cost about £170 on BA aircraft. Many flights per week, no problems with getting stranded, etc

Tel: Baluja Travels 48665 or Home 582977 / 584637

Address: 24G28 Marina Compound, Ground Floor

G Block, Con. Circus, New Delhi 110001

Visas:

Nepalese Embassy on Barakamba Rd

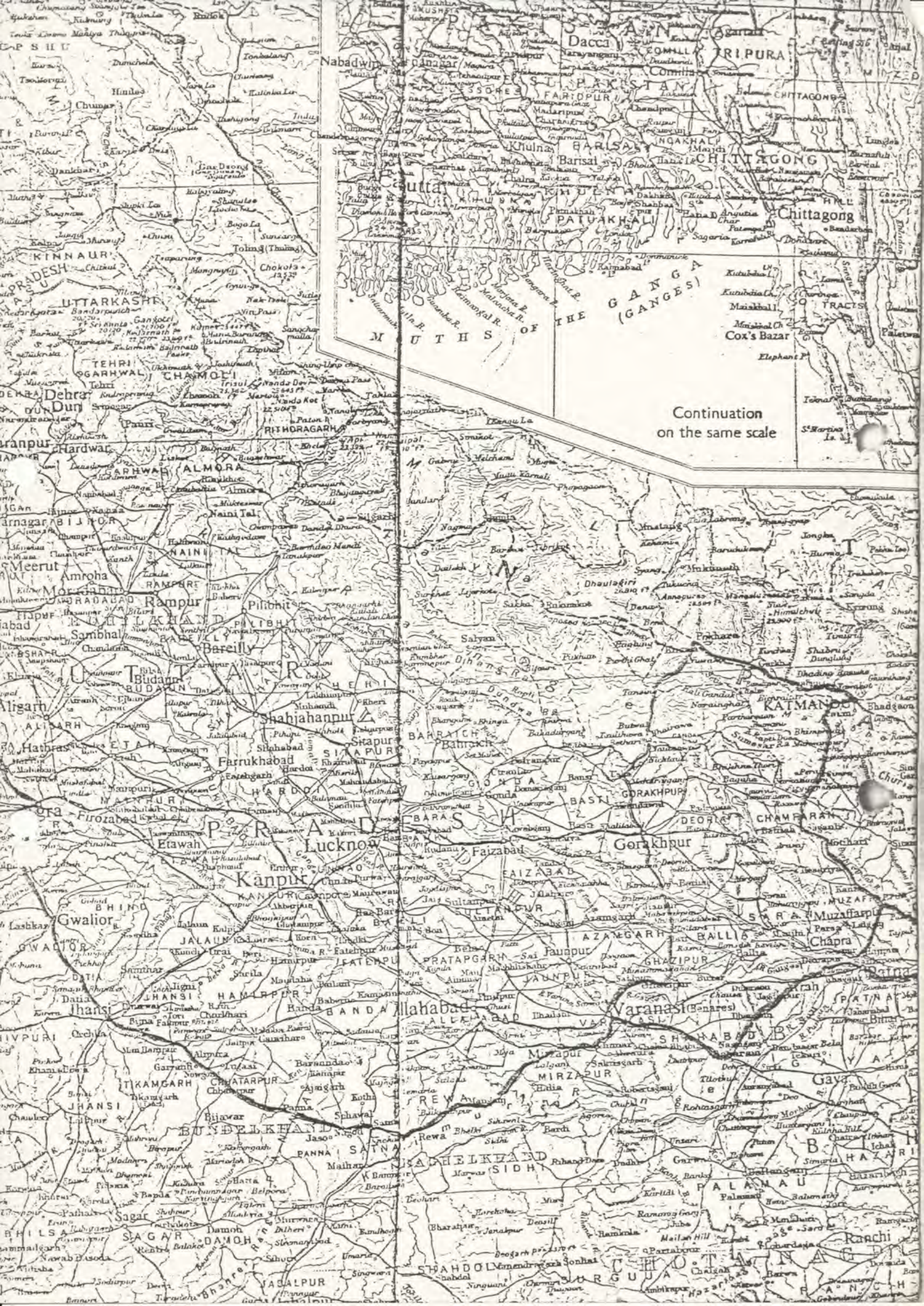
£1.20 or \$3.00 (25 Rps)

2 photos 24 hours

All nationalities except Indian

Cholera and smallpox





INDIA (cont'd)

DELHI (cont'd)

Visas (cont'd): Afghanistan Embassy in Ring Round (around south side of Delhi, 3 kms west of Agra Rd) £2.00 or US\$5.00
2 photos 2 days min. (quicker in Peshawar - depends on where time spent)
All nationalities except Afghan.
Can be unhelpful.

Embassies: USA Shantipath Chanakiapuri
 Nepal Barakhamba Road
 UK 8 Shantipath
 Pakistan 50G Shantipath

Post Office: General Post Office
 Alexandra Place

Hospital: Irwin Hospital Safdar Hospital
 Circular Road Mehrauli Road

Public Emergency: 100

Sites for group: The streets of Old Delhi.
 The Zoo.
 Jai Singh's Observatory on Parliament Street.
 The Red Fort.
 Sound and Light at the Red Fort.
 A one day bus tour organised by the ITDC (Indian Tourist Development Corp) just off Connaught Circus, includes all the significant monuments, tombs and mosques in Old and New Delhi.
 Parliament Buildings, New Delhi.

From Delhi, cable Kathmandu Guest House and book in any of the group who want accommodation there for the night of arrival. Cost less the £1 per head. This saves searching around the town on the night of arrival. If too cheap or expensive for anyone, they can find alternatives next day. KGH sometimes reluctant to take bookings like this as they run risk of having empty rooms if we arrive late.

DELHI-AGRA: 180 kms 4 hours

Easy drive to Agra - good camping at Akbar's Tomb just before town on Delhi Rd. Bungalow in garden behind tomb, 2Rps each to use sitting room, toilets and shower.

Also possible to camp at Laurie's Hotel. Expensive at 8 Rps per head but nice. Swimming pool fee to be paid by EMs (about 3 Rps). Very old colonial hotel. Can get rickshaws to Taj, useful if a full moon.

Also possible camp in garden of jewellers called MUNSHI GANESHI LAL & SON. Cost 1 Rp per night per person. Turn left when leaving Taj; straight over roundabout and then left fork. Just before next fork on right is jewellers' shop. Loos and showers are clean. Owner pays 10% commission on purchases - refund to purchasers. 5 min. walk from Taj Mahal.

INDIA (cont'd)

AGRA - City of the TAJ MAHAL

Just a few notes

Moghul Emporer Akhbar made Agra his capital and built the RED FORT. He also built FATEHPUR SIKRI as his new capital 23 miles away. His grandson Shah Jahan built the TAJ MAHAL between 1630 and 1652 as a tomb for his wife, Mumtaz Mahal (1627-1665).

The TAJ MAHAL was designed by Ustad Isa Khan Effendi, an Indian of Turkish-origin in the employ of Emporer Shah Jahan. 20,000 labourers, masons, stonecutters and jewellers took 12 years to complete the central mausoleum using building materials and semi-precious stones, from the mines of India, Afghanistan, Persia and Central Asia.

The buildings and garden (42 acres), surrounded by a high wall took another 10 years to finish.

On arriving in Agra follow ring road around town and follow tally signs to the Taj Mahal.

Advise the group to take a guide as it makes the visit much more interesting. One old boy who used to be a Police Investigator is very good, obviously loves the place and can explain all the intricacies of design and the history behind the building of it. Try and see it at night if moonlight.

Fatehpur Sikri

3 hours is adequate for the Taj as it is then best to head for Fatepur Sikri 40 kms west of Agra. This is a deserted city built in the 17th Century by Shah Jahan in memory, of the Holy man who predicted the birth of his first son.

The building started in 1569 and Akhbar was holding court there in 1574. The city was only occupied for 16 years, until the water supplied dried up.

Group can camp under the city walls and spend next morning exploring.

NOT YET TRIED - MAYBE WORTH A GO!

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agra

CITY OF THE TAJ

SCALE

METRES 500 0 500 1000 1500 2000 METRES
YARDS 500 0 500 1000 1500 2000 YARDS



INDIA (cont'd)

JAIPUR:

Adds one day to time spent in India - worthwhile.

Excellent tarmac roads in and out.

Delhi-Jaipur 256 kms
Agra-Fatehpur Sikri - Jaipur 235 kms.

The city palace, the Wind Palace and Jai Singh's Observatory (by far the largest of the five in India) are all within 5 mins walk of each other.

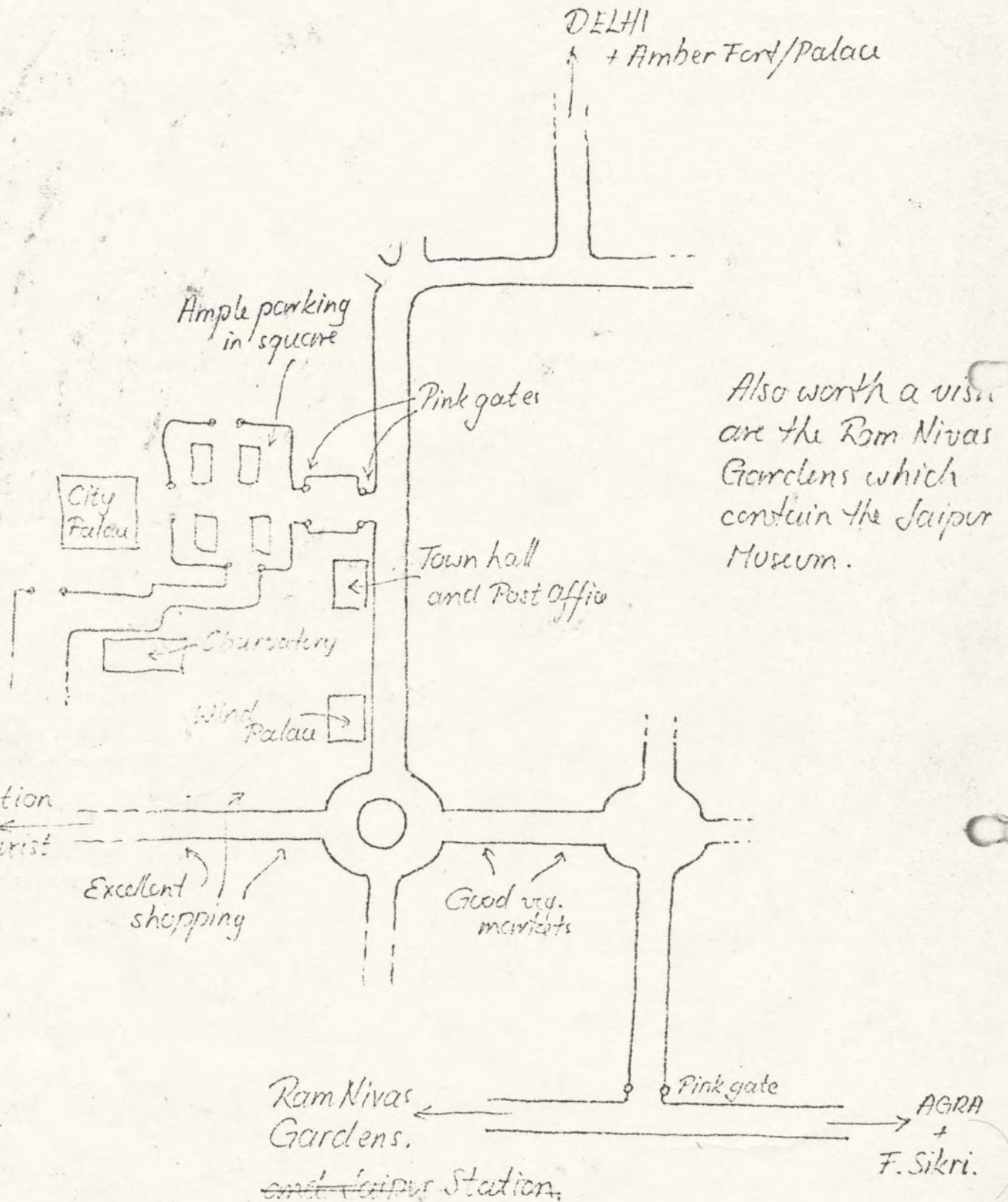
Jaipur is the capital of Rajasthan and is appropriately named the 'Pink City'; was built by Jai Singh; classic Rajput architecture.

Camping: There are one or two tourist camps but probably best to camp just out of city on Delhi or Agra roads. Also campsite on shores of lake below Amber Palace.

11 kms out of Jaipur on the Delhi road is the Amber Palace and Fort. 1½ hrs need here. Town of Amber dates from 10th Century and preceded Jaipur as capital of Rajasthan.

It is possible to 'do' Jaipur and Fatehpur Sikri in a not too long day. Amber Palace should be visited on day before or after.

Jaipur / Amber Palace



Not to scale!!



To really appreciate Khajuraho art it is imperative that it is seen in its totality and interpreted sociologically. Khajuraho art is, in fact, identical in its spiritual design with the rest of the Indian culture-stream at that period in the tenth and eleventh centuries.

The available sculptural remains are a valuable source for studying the state of Indian society during the later mediaeval period. They should be interpreted not only to reveal the iconographic mastery of the artists but also to unravel the extant social and economic condition of the people.

The nineteen available inscriptions, sculptured art in small friezes, images and motifs of the numerous magnificent twelve temples, tanks and other monu-

By B.N. GUPTA

The author, our special correspondent in Agra, holds a doctorate in tourism. —Ed.

ments unfold the social and economic condition of the people during the reign of famous Chandella kings. The inscriptions trace the genealogy of the patrons who built these edifices, fostered art and architecture and provided employment to artisans and craftsmen.

The temples depict beautiful scenes from the four ashrams into which the life of a person was then divided. The scenes are from 'Brahmacharya', 'G r a h s t h a', 'Vanprastha' and 'Sanyas' stages. They reflect that there was perfect division of labour and each family

was engaged in a particular hereditary occupation based on caste.

Macrocosm of Religions

The sculptures represent gods and goddesses and scenes from Hinduism, Jainism and Buddhism. It is a macrocosm of Indian religions. This wealth of eclectic imagery constitutes a unique feature of Khajuraho. It is very interesting to note that different Chandella kings professed different faiths and built temples dedicated to their own faith. Owing to this important sociological fact, Khajuraho developed as an eclectic religious centre. The rulers tolerated people following different faiths and the public must have inculcated this spirit of religious amity and catholicity. The temple art highlights the religious tolerance and the spirit of

'live and let live'. The people worshipped different deities and belonged to different sects but lived in the same geographical and cultural milieu.

Living Milieux

By and large, the people were prosperous and had plenty of consumer goods. Their standard of living was very high as their general, social and economic condition was quite satisfactory. Economic history of that period also supports this contention that India was very prosperous. The temple scenes bear eloquent testimony to the existence of plenty of beautiful buildings elaborately constructed to beautify the kingdom.

The army had four major divisions i.e., elephant, camel, cavalry and infantry. Martial music played an important role in wars in which the commanders of the army made use of the science of metallurgy.

A teacher was the most respected person in society. He was a Brahmin by caste. He loved to teach his pupils. His other important duties were to study, to perform sacrifices and to give and take alms.

Khajuraho art throws abundant light on the tastes and cultural development of the extant society. The women were free. There was no 'purdah' system. They were less dependent on men. They were engaged in different occupations. While busy in domestic chores they had ample means of relaxation, pleasure and recreation. They loved games and sport, painting, dancing, singing, riding, reading, writing and use of arms. They always accompanied men on festive or ceremonious occasions. The couples are shown in conversation, in consultation and in enjoying sexual pleasures. Thus the fair sex enjoyed a high status and wielded considerable influence in society. Dhanga, one of the kings, had a lovely lady prime minister—a reputed 'Nyayika', called Prabhansa.

Women were free to choose any particular art in which they were interested and the society attached no social stigma to their natural

inclinations. Women had many hobbies. Some elite women had literary hobbies also as women were free to educate themselves.

An interesting and common pastime of women was taming of beautiful birds and animals. This was a new and novel means of recreation introduced in Indian society during the tenth century. Numerous scenes depicting women petting a bird, protecting it or merely holding it on their palms or wrists, prove how fond they were of bird-life.

Another important and popular hobby among women was fresco-painting on walls as well as painting on a board. Music and dancing with a variety of musical instruments was relished by all. Some daring women also went for hunting with men and bore arms for self-defence or to save their honour.

The dress of women consisted of a sari, chunri and choli. The sari was worn by rich as well as the poor but the quality of cloth and its style of putting on differed between different sections and strata of society. The sari was the most graceful garment for women for festive or formal wear. It was a stretch of cloth four to six yards long and could be used in numerous styles matching with other garments, hair-style, ornaments and jewellery used for specific occasions. Around the waist it had a belt sewn to it, the two ends of which were fastened together and over which the 'kati sutra', an ornamental waist-band, was worn to keep it intact. It was associated with romance, love and sex scenes. It captured the excitement of a king's court and the coquetry of a court dancer. Some of the best designs, ancient and modern, in saris seem to have been borrowed from Khajuraho temples by the printers of Sanganer in Rajasthan and Lucknow and Farrukhabad in U.P. Newer styles of dressing a sari have been evolved from Khajuraho art.

The sari was worn with a choli, a short close fitting blouse, usually made from the same fabric as the sari. The choli or the 'Kuch-Bandha' was a narrow strip of cloth

tied over the nipples and breasts. The chunri was also a narrow strip of cloth starched and gathered together in front.

The Khajuraho panels and friezes and figures depict numerous styles of hair-dressing which are being used by modern beauty clinics. These beauty parlours and health clinics have yet to learn many things in hair-styling from Khajuraho. Such styles are very clear from the sculptures of the women court dancers.

Two ways of hair-dressing were very common. The first was in which the hair were combed downwards at the back with or without parting. These long tresses were gathered together and twisted in one long roll after which they were tied in one big knot at the back. This knot was further ornamented with a 'borla' a Marwari jewel worn by married women in the middle parting of the hair. A set of beads or jewels or flowers was used over the head from ear to ear for decoration or it was tied round the hair-bun with 'borla' hanging at the back.

The second style was of combing the hair upwards and then rolling it in a long tress which was tied on the top of the head in the shape of a half-moon with 'Borla' inserted at the centre to keep the hair in a perfect semi-circular shape. Hair was also used to give an expression of ferocity like a tongue of fire or a multi-hooded snake. Saints and sadhus had different hair-styles including bobbed hair tied with a ribbon.

Khajuraho art shows that women were beauty-conscious and took great pains to preserve and enhance their health and beauty. They took special pains and great care to develop healthy shoulders, strong arms, firm and big breasts, long legs, slim waists and smooth, radiant, youthful complexions. They also evinced a great aesthetic sense in regard to their personal toilet and personal hygiene.

Women tried their best to enhance their natural graces by artificial aids and embellishments. They were not only fond of elegant articles of wear and jewellery but also applied various kinds of indigenous cosmetics and

perfumery to increase their charm and beauty. They got massaging by experts to squeeze away tensions, relax nerves and relieve aches and pains. This improved blood circulation and promoted a healthy complexion and sturdy body by toning up tired and strained muscles. For facials they used a cosmetic container.

Women annointed their bodies with various pastes to cleanse the skin before the bath and with perfumed ointments after the bath. They had beautiful and luxurious bathrooms. They used collyrium or 'kajal' to beautify their eyes. Saffron and sandalwood were freely used. They applied lac dye (altaka) to their lips and then besmeared over them lodhradust which turned their lips into yellowish-red. The lip-dye also protected the lips from effects of winter cold. Polished metal was used as a looking glass having a decorated rim to apply powder with a puff on the cheeks. Flowers were fully used in personal make-up and on hands, hair and over the heart as a necklace.

Women further decorated their bodies by tattooing it. Women bore tattoo marks of lizard and scorpion on their thighs or above the ankle in order to protect their person against the poisonous effect of the bites of these creatures.

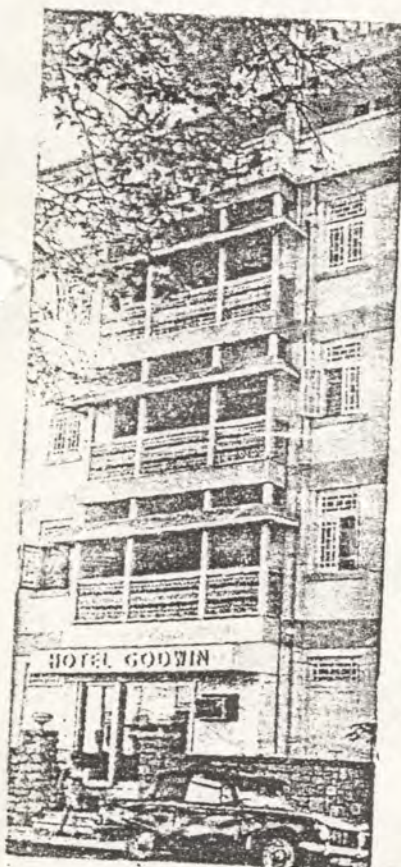
Ornaments and jewellery of women were fully developed in circular and geometrical designs as well as in variety. Tops or 'karnaphulas' of several types were used in the ears. The necklaces or 'Guluband' were of one or two strings having pendants studded with jewels. They had nine types of armlets with leafy designs and beautiful bracelets and bangles having jewels in wrists. Payal's with small bell-shaped trinklets were used as anklets. Rings in fingers with flowery designs were

used only by members of royal family. The 'kati sutra' or 'kardhani' was an ornament for the waist. It covered the thighs. It consisted of a waistband and pendant chains. Head-ornaments show the aesthetic tastes of the people. Ladies wore 'Keshabandha', 'Dhammila' and 'Alka' on their head. Sometimes they also had a diadem crowning their foreheads. The use of nose-pins was conspicuous by its absence.

Khajuraho art comprehensively reflects the dress, hair styles, ornaments, hobbies, recreations, status and role of women of the tenth and eleventh centuries. It also portrays the standard of living of the people of different strata, their artistic tastes and general living conditions.

PAPER FAMINE

Prohibitive prices and crying shortage of paper in the country today force us to reduce the number of pages of this magazine—Ed.



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KASHMIR

The valley of Kashmir is a veritable garden. Mahjoor, the great Kashmiri poet, said :

"Land of green emerald sight
Our land is a lovely garden."

When the visitor comes out of the long, dark Jawahar tunnel, he finds the valley of Kashmir unfold like a golden-green bowl glistening in the crimson rays of the setting sun. The valley is set charmingly in the lap of snow-capped mountains. Its unsurpassed beauty, its air, laden with the scent of flowers

that blows through her mountains and forests, and its bubbling brooks and gurgling springs cast a magical spell on everyone exposed to its breathtaking loveliness.

Mughal Gardens

Mughal kings who loved beauty and were connoisseurs of art paid their tribute to the beauty of Kashmir by laying out picturesque gardens around the Dal lake, situated close to its Capital city, Srinagar. Nishat Bagh, Shalimar Bagh, Harvan, Chashma Shahi and Nasim Bagh

have made Kashmir a most alluring and attractive tourist attraction.

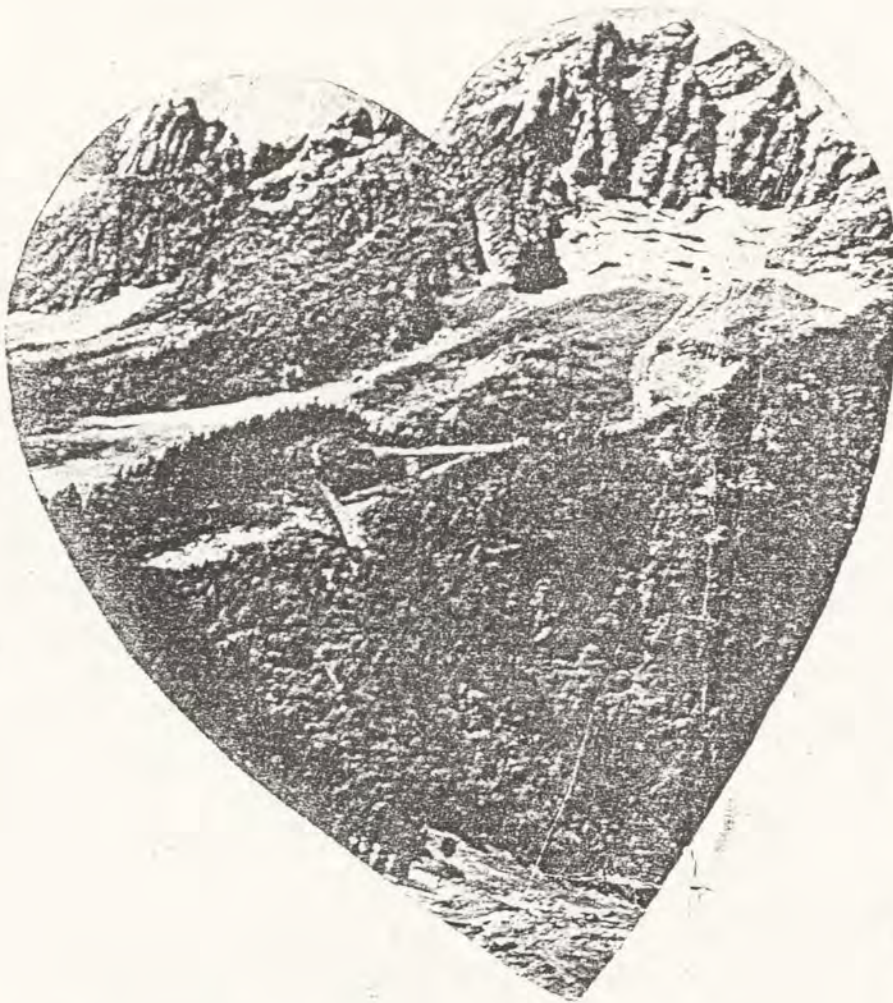
Nishat Bagh is literally a garden of bliss. It is situated 11 kms. to the east of Srinagar and commands a magnificent view of the Dal Lake. From this garden, far away to the west of the valley, can be seen the enchanting Pir Panchal mountain ranges. The garden is arranged in ten terraces, a canal lined with white and polished stone runs through the middle of the garden. Water flows through successive terraces in cascades and sprays out through numerous fountains.

Chashma Shahi is situated eight kms. to the east of Srinagar. It also commands an excellent view of the Dal Lake. The garden has a world-famous spring of pure, ice-cold water comparable to the Vichy water of France. In mediaeval times Muslim kings, despite obvious difficulties involved in transportation, arranged for this water to be bottled and carried to the Middle East countries as gifts to their royal counterparts. The water of Chashma Shahi has undoubted therapeutic properties. A few years ago, for sometime, water from this spring was commercially sold in local markets but the enterprise failed to sustain itself.

At a little distance from Chashma Shahi and in the foothills of the Zabarwan mountain is the Oberoi Palace. The hotel, a former palace built by Maharaja Hari Singh, commands a fabulous view of the Dal and its surroundings.

Shalimar is situated 18 kms. to the east of Srinagar. It is laid out





into four terraces and a beautiful canal runs through the middle of the garden. Many fountains play in the canal. In the fourth terrace of the garden is a magnificent pavilion of black stone raised in the middle of a tank.

Harvan is some six kilometres away from the Shalimar Bagh. It lies on the slope of a hill. There is a water reservoir at a little distance from it which looks like a small lake and is an ideal place for picnic.

Lakes and Springs

Kashmir abounds in lakes and springs. The easily accessible lakes are the Dal, the Nagin, the Wular and the Manasbal. Each of these lakes has a charm of its own and is surrounded by mountain ranges. The Dal lake is situated in the vicinity of Srinagar. In its sparkling waters are reflected magnificent

mountains and grand gardens. From the lake one can see the *Shankaracharya* with its hilltop temple and in the west, the *Hari Parbat* with its ancient fortress.

Living in a house-boat on the Dal Lake is an exciting experience. Houseboats are moored along the banks of the lake and exquisitely furnished and equipped with modern facilities. During a cruise through the lake one can enjoy sightseeing as well. On the shore of the Dal is the sacred shrine of Hazratbal in which a relic of the prophet Mohammed is preserved. In the middle of the lake is a small island called "Char-Chinari" with a well laid-out garden, full of famous *chinar* trees.

The Wular lake, measuring 26 by 8 kms. is the largest sweet-water lake in the valley—and in whole of India. In its northeast

corner is an island which is a resort for tourists. On way to the Wular is a small but deep lake known as Manasbal which is covered with lotuses during the summer. It is a haunt of aquatic birds in Kashmir. There are other smaller lakes situated at an elevation of 12,000 feet above the sea level. They shine with a soft faint light which lends a mysterious charm to them. Some of these are the Gangabal, the Lool Gool and the Sarabal.

Among well-known springs in Kashmir are the Achabal, the Verinag and the Kokarnag and all these are situated in the Anantnag district of Kashmir. The Achabal flows out of a hill, some 60 kms, from Srinagar. Emperor Jehangir turned it into a pleasure-spot. At the foot of Banihal pass is Verinag, a spring of blue water gushing out from a mountain ridge. It has a beautiful garden attached to it. The water of the Kokarnag spring is the finest drinking water in Kashmir and the stream fed by it is full of trout fish.

Popular Resorts

'Popular tourist resorts in Kashmir are Paialgam, Gulmarg, Sonamarg and Yusmarg. Pahalgam is situated at a distance of 97 kms. from Srinagar, at an altitude of 7000 ft. above the sea-level. It is a small valley, nestled in thick pine and fir-covered mountains. It is a base camp for onward march to the sacred cave of *Amarnath*, about 45 kms. from here. There are good hotels, restaurants, rest-houses and huts in Pahalgam but some people prefer to live in camps, some of which are situated on a wooden plateau. There is also a club open for temporary membership.

Gulmarg is a lovely meadow, situated at a distance of 51 kms. from Srinagar and 8,500 ft. above the sea-level. It is a crescent-shaped small valley about 3 kms. in length and 1 km. in breadth. This meadow rises and falls in gentle slopes which are studded all over with wild flowers. It is famous for its golf-courses. In winter also sportsmen enjoy sports like ski-ing and skating. It has comfortable huts and excellent hotels.

Near Gulmarg is another flower meadow, Khilanmarg. From here one can see the Wular and Manasbal lakes. Near it is Aharwat which is triangular in shape. At a distance of some forty three kilometres from Srinagar is the beautiful picnic spot of Yusmarg.

Thirty kms. from Srinagar is a village known as Awantipur. Here stand the ruins of a temple built by Avantivarman. On the road to Pahalgam is the village of Mattan and 3 kms. away from this village, on a most sublime site, is the famous ancient temple of Martand. This was built by Lalitaditya, a famous king of Kashmir. This is the most imposing monument of ancient Kashmiri architecture. Mention may be made of Amarnath cave, which is a famous shrine. It is situated at an altitude of 13,000 ft. and it is believed that Lord Shiva visits it once a year, on full-moon day in August. Some believe it to be the Lord's permanent abode. In the cave is a stalactite in the

shape of a *lingam* formed by water dripping through the limestone roof of the cave.

Fields of Saffron

The vast saffron fields at Pampore remind people of Habba Khatoon, the great saint-poetess of Kashmir, who used to sing while passing through these fields.

*"Pining and melting am I like
snow in summer
Though a blooming blossom of
jasmine am I
Thine is the garden and thou
enjoy it."*

Fruit-laden orchards are found in great numbers in the valley and visitors scream with delight as they taste apples of many varieties, juicy cherry fruit, pears, plums and apricots. Kashmir also abounds in fruits like walnuts, almonds, strawberries etc.

Handicrafts

Kashmiris give expression to the pristine beauty of the valley through their handicrafts. They make embroidered shawls, carpets and 'namdhas', chainstitch rugs and carvings in walnutwood. Kashmir's costume jewellery, pure silk, woollen and worsted fabrics, blankets and knit garments, leather and other articles of Kashmir are famous throughout the world. The floral designs used are the chinar leaf, the iris, the Persian rose, almond and cherry blossom, tulip and hyacinth and birds like kingfisher and 'bulbul'.

The Kashmir government's tourist department provides many facilities for tourists. It has branch offices in all important towns in the country to feed information to people who intend to visit the happy valley.

—Nalini Koul

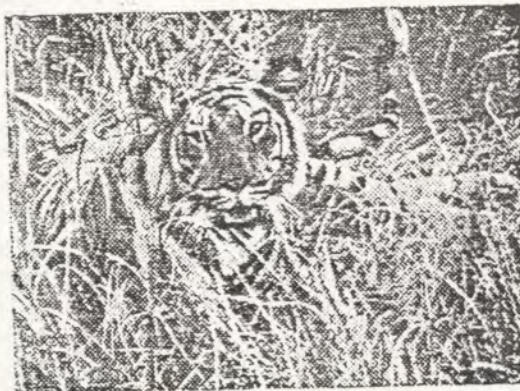
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**You have a beautiful heritage.
You must preserve it.**

Released by
India Tourism Development Corporation for
Department of Tourism
Government of India

SP/TOC-2/72

INDIA (cont'd)

KHAJURAHO:

350 kms TEMPLES OF THE KAMA SUTRA

From Agra, travel through Gwalior, Jhansi and Chatapur along second-class roads. Good tarmac but narrow - however less motor traffic here.

At ferry, where bridge is down, you will have to jump the queue or wait for hours. FERRY FREE.

NOW REPLACED BY PONTOON BRIDGE IN DRY SEASON.

After Chatapur, continue toward Satna; after 50 kms a signposted side road leads to the temples.

As an alternative to the ferry at Dholpur, take the following route:

Agra-Fatehabad-Bah-Udi-Bhin-Mahgawan-Gwalior.

This is a good road with new bridges.

Outside the temples is a small village with the usual tea and souvenir shops in the shade of an enormous tree. 3 hours is adequate to view the main temples. Local guides will tell you all about the temples.

Some of these temples date back over a thousand years.

Entrance fee:

$\frac{1}{2}$ -1 rupee

Guides:

Approx. 2 rupees

Guides usually very long-winded.

Camping:

There is a spot between Khajuraho and the main road marked "Picnic and Boating". It is free and you should be able to swim there.

or:

DAK BUNGALOW opposite Khajuraho Motel (ITDC)

Hotel 200 yds past temples where you should be able to take advantage of air conditioning and cold beer.

INDIA (cont'd)

KHAJURAHO-SATNA-REWA

REWA:

A few miles south east of Rewa is a once beautifully set out home of a Mahawajha; here are five white tigers - you can see them for a small fee but no photos. Also a small museum well worth visiting.

44 kms north of Rewa are the Chacha Falls. Turn left on north side of Rewa at a small roundabout - it is signposted - and then fork right $\frac{1}{2}$ km further on. Falls are 375 ft high and during the rains are 250 yds across. There is a Dak Bungalow, overlooking them. It is closed up but one can sleep on the verandah.

REWA-MIRYAPUR- BENARES or VARANASI

BENARES: History:

Benares is the Holy City of the Hindus, built on the banks of the sacred river Ganges (or Ganga).

Take boats on to river early dawn at approx 1 Rp per head and you will see the people coming down to the river to bathe in the holy waters and to pray. The Hindu dead are brought from miles around to be cremated by the river - you will probably have seen some bodies being carried along the road on your way to the city.

The city itself is very old - it was very large in the 7th Century but the Hindu temples were destroyed in the 12th Century by the Muslims so the temples you see are not all that old. The most important one, the Golden Temple, was built in 1750 and the most interesting, the DURGA MONKEY TEMPLE, dates from the 17th Century. The Mother India Temple is modern but has a huge 3-dimensional map of the Indian subcontinent.

Camping:

One night stay is adequate in Varanasi - camp at the Tourist Dak Bungalow (No. 13 on map) in the Cantonment area.

Spares:

New mechanic working around campsite - good for parts and special tools, etc. Workshop opposite campsite. Recommended but bargain for price - ask at campsite.

Meal out:

Clarkes Hotel very good for meal out i.e. personal not group.

After trip on river, suggest breakfast (10 Rps each) at Clarkes as a meal out and make a late morning start for the Nepalese border.

Swimming pool:

At Varanasi Hotel (new OTDC)

SARNATH:

4 miles north of Varanasi.

SARANATH (cont)

Buddhist Monastery at Sarnath.

Friendly people, washing and toilet facilities, no set charge - give what you want.

HISTORY

The monastery is just across the road from a Shrine built on the spot where Buddha became 'enlightened' and preached his first sermon. Some of the student monks speak English and will be pleased to show you around. There is also a museum with Buddhist art.

If you stay here you will meet a guy called GANGA who will guide you in Benares. Make the most of his tour on the river and around the Temples but do not let him keep the group too long in the factories or workshops.

VARANASI - NEPAL BORDER

Route No I 300 Kms

Good roads through Ghaipur to Gorakhpur. Watch out for unmarked 'speed' breakers or bumps in the road before schools and bridges.

Follow the main ring road at Gorakhpur, no signposts, so keep asking bright looking policemen for Nautawa, the border post.

Top up fuel tanks here

Nice tar road to border

Border is easy but slow - at least 3 hours

Customs can just about summon up the energy to stamp Carnets. They won't look at the vehicle, much less search it and are not interested in money declarations. Immigration consists of 2 middle aged clerks who are SLOW! All passport details have to be copied out in long hand. Put a couple of switched on passengers to chivy them along. Lots of Chi-shops here to while away the time.

Route No II

Patna - Muzaffarpur - Razaul

Not recommended if Patna route open, easy to get lost on this stretch. Do not try taking any short cuts as there aren't any bridges over the river above Patna. Border is easy but very SLOW!

VIAN.

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UPDATING & IMPROVING THE HANDBOOK

This form serves two related purposes (a) to keep handbook information correct and up to date (and to cut out padding) ; (b) to include useful additions for smoother, safer, economic, running of trips and possible additional or alternative places of interest.

Such a brief requires a flexible format. But keep it short and clear. Inclusion in handbook is not guaranteed.

DRIVER(S) NAME(S)..... HEELEY DATE 6/7/78
EXPEDITION FROM... KOL TO... KAT DEP. DATE 18/5/78
PLACE/AREA ... SRINAGAR COUNTRY ... INDIA

1. (a) If new information state where to insert in handbook ;
(b) If updated information state where to insert in handbook and or what it replaces.

1. Deans hotel - Peshawar - expensive at 20 rps / head + room
at 100 - 150 Rps

2. Hotel International in Lahore good - 10 rps / head (pay
pay 5 Rps), good facilities, restaurant does (Elles grill) for
group meal.

2. Give concise details bearing in mind any of these relevant important points:
 - (a) place names only as per recognised EO maps - state which map;
 - (b) relevant facilities (gas, water, postoffice, spares, contacts, etc) ;
 - (c) conditions (road & weather) ;
 - (d) prices - giving approximate £ equivalent ;
 - (e) if detour then duration and mileage, plus convincing case for visit being worthwhile, local atmosphere & reception.

Spare parts in LAHORE - NOT RONA MOTORS

NOW KHALID IQBAL MOTOR STORE

14 BANK CHAMBERS

BADAMI BAGH phone 63739

near General Bus Stand, Badami Bagh

Good stocks of fuel filters, oil filters and general parts,
very helpful

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DRIVER(S) NAME(S)..... TOWNSH..... DATE 3/11/78
EXPEDITION FROM..... LONDON..... TO..... ATH..... DEP. DATE 24 9/78
PLACE/AREA DELHI..... COUNTRY INDIA.....

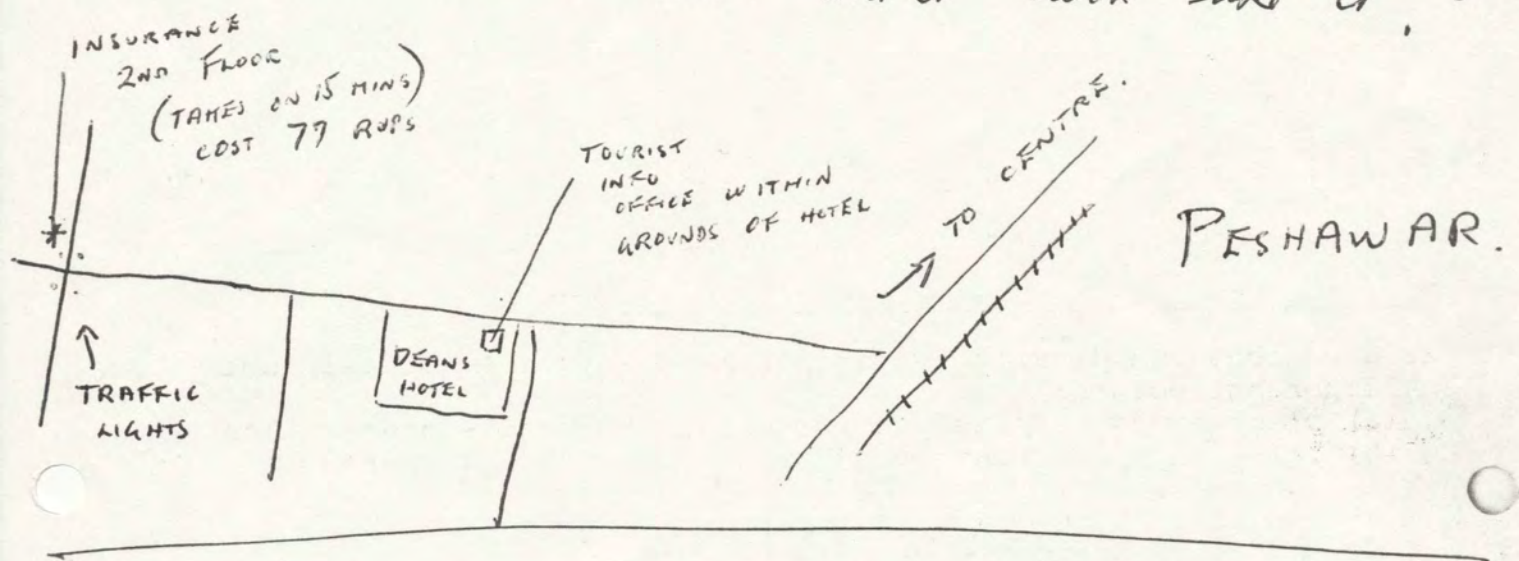
1. (a) If new information state where to insert in handbook ;
(b) If updated information state where to insert in handbook and or what it replaces.

PAKISTAN INSURANCE EAST BOUND - PESHAWAR
EASTERN FEDERAL INS CO LTD COST 77 RUPEES FOR
TRUCK & TRAILER 1 WEEK OBTAINABLE NEAR DEANS
HOTEL SEE MAP ON REVERSE.

2. Give concise details bearing in mind any of these relevant important points:
(a) place names only as per recognised EO maps - state which map;
(b) relevant facilities (gas, water, postoffice, spares, contacts, etc) ;
(c) conditions (road & weather) ;
(d) prices - giving approximate £ equivalent ;
(e) if detour then duration and mileage, plus convincing case for visit being worthwhile, local atmosphere & reception.

INDIA INSURANCE EASTBOUND - AMRITSAR
"ORIENTAL FIRE & GENERAL INS CO LTD"
N° 27-28 SECOND FLOOR
DHARAM SINGH MARKET
AMRITSAR.
(BIG DECREPIT 3-4 STORY BUILDING WITH MANY
INSURANCE OFFICES)
VARIOUS INS COVER COST UPWARDS OF 50 RUPEES.
FOR FULL COMPREHENSIVE FOR 6 MONTHS 413 RUPEES.

When trying to take pinion bearing from
pinion the whole bearing collapsed ie all
rollers fell out. The race was not damaged
and the rollers didn't appear worn so don't
know if that was a result of my hammer
or if it's possible for the bearing to come apart
when jolted. Occurred when I knocked pinion
end down into trouble hoping for bearing to work
itself off shaft. ie that is a possible cause
of the break up of crown wheel if the bearing
was a bit shot - but didn't look like it.



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DRIVER (S) NAME (S) CRABB/LEENERS.....DATE 5/8/79.

EXPEDITION FROM L.....TO K.....DEP. DATE 17/5/79.

PLACE/AREA AGRA.....COUNTRY INDIA.....

1. (a) If new information state where to insert in Handbook -
- (b) If updated information state where to insert in Handbook and what it replaces.

Camping in Agra

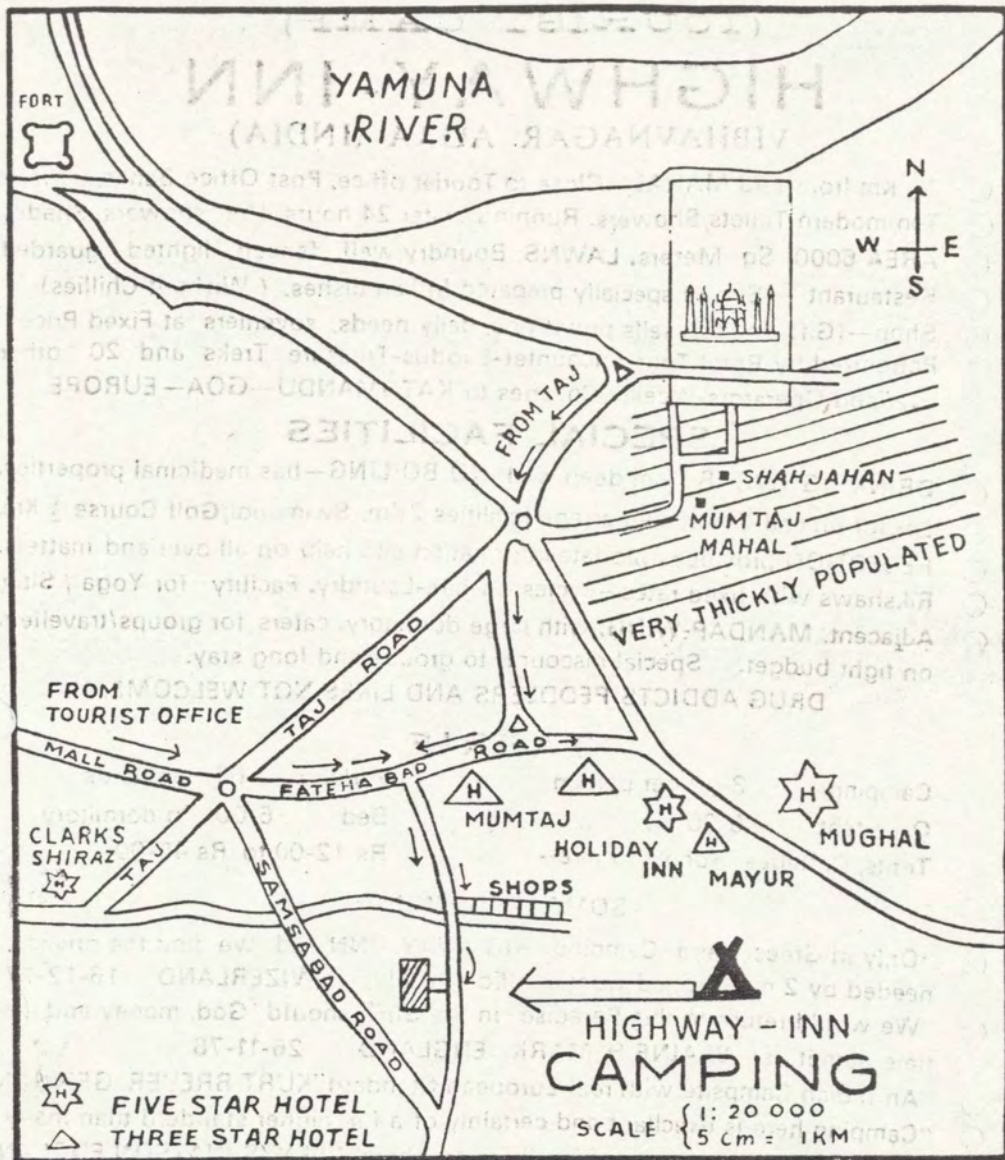
2. Give concise details bearing in mind any of these relevant important points:

- (a) Place names only as per recognised EO Maps - state which map;
- (b) Relevant facilities (gas, water, postoffice, spares, contacts, etc);
- (c) Conditions (road & weather) ;
- (d) Prices - giving approximate £ equivalent;
- (e) If detour, then duration and mileage, plus convincing case for visit being worthwhile, local atmosphere & reception.

Highway Inn - Excellent camp site 1½ kms from Taj Mahal (See enclosed map) Owner very friendly. Cost 0.63 \$ per head All facilities. Owner says will arrange meal out if gives warning. This would definitely be worth trying. Security excellent. Recommended (EO have been using the Highway Inn for some time stickers etc all over the place but it's not in handbook).

Also at Highway Inn is a jeweller. The prices here lowest we found and stones genuine. Having a jeweller on the trip we checked everything said (owner didn't know he was jeweller.) No incorrect information. Again recommended

Owner of Highway Inn said he can get mechanics to help in "minor repairs up to pulling pistons".
Owner seems genuine. Helpful, honest guy.



- It is a traffic offence to park/camp on roads, parks or TAJ MAHAL premises
- AGRA has only one, Government approved Camp site, The HIGHWAY-INN
- There are four Hotels & Tourist Bungalow with Limited camping facilities

(TOURIST CAMP)

HIGHWAY-INN

VIBHAVNAGAR. AGRA (INDIA)

- 1 1/2 Km from TAJ MAHAL—Close to Tourist office, Post Office Banks, garage
- Ten modern Toilets/Showers. Running water 24 hours. Hot showers. Shade.
- AREA 6000 Sq Meters. LAWNS, Boundry wall, fenced, lighted, guarded.
- Restaurant — Serves specially prepared Indian dishes. (Without Chillies)
- Shop—(Gift House), sells provisions, daily needs, soveniers at Fixed Price.
- Patronized by Rotel Tour-Encounter-Exodus-Treasure Treks and 20 other overland Operators-Weekly Coaches to KATHMANDU—GOA—EUROPE,

SPECIAL FACILITIES

- DRINKING WATER from deep well, NO BOILING—has medicinal properties.
- Doctor on call-Complete garage facilities 2Km, Swimpool/Golf Course 1/2 Km.
- RECEPTION provides uptodate information and help on all overland matters.
- Rikshaws with fixed rates—cycles on hire-Laundry. Facility for Yoga / Sitar.
- Adjacent, MANDAP-WING, with large dormitory, caters for groups/travellers on tight budget. Special discount to groups and long stay.

DRUG ADDICTS/PEDDLERS AND LIKES, NOT WELCOME

TARRIF

Camping 3-00 per person

Own tent 5-00 " " " "

Tents, Cottages, Rooms to hire--

Parking 2-00 upwards

Bed 6-00 in dormitory

Rs 12-00 to Rs 45-00

SOME OPINIONS

- "Only in Greece and Camping HIGHWAY--INN, did we find the privacy, needed by 2 middleaged women" 'Edith Fsely, SWIZERLAND 16-12-77
- "We would return to this Paradise in the Sun, should God, money and the time permit us' BLAINE & MARK ENGLAND 26-11-78
- "An Indian Campsite with real-European Standard" KURT BREVER, GERMANY
- "Camping here is execllant and certainly of a far higher standerd than many European Camp sites--Very friendly atmosphere" GLENYS WATSON ENGLAND

"I assure you a warm welcome, Quiet homelike atmosphere, best value for money- everything Fair above board & refreshingly Different," MANAGER

copied. H/BK. K. Heeler. K-L 22/8/78
25 SEP 1978

Notes on Ladakh

Suggested Itinerary - fits convey schedule well.

Day ①: Dep. Srinagar 0800 hrs at latest, drive to SONAMARG.
Gate opens 1215 hrs. Over 1st pass (Zojila, ^{10500 ft} ~~10500 ft~~) - road
dirty, rough, slow. Camp after Drass - possible at
6 miles on right beside river, or at 19 miles ^(small area) ~~and~~
and 32 miles (larger area).

Day ②: Dep early, through Kargil, stop at MULBERH (stone
buddha), over 2nd pass (Namika 12200 ft) and 3rd
pass (Fata 13500 ft), ~~pass~~ ~~then~~ walk down to
Lamayuru (misit ghompa), camp beyond Khalsi.

Day ③: In to Leh by midday, some shopping, lunch, then
out to Hemis. See ghompa, drive back to
Tinkhi (ghompa), then return to Leh. Camp
~~at~~ free on Ary Himalaya hotel grounds.

Day ④: Drive out to Key ghompa before 9 am, then
back to Leh to see Palace and ghompa
(if ghompa - hunger persists). Depart Leh
about midday, camp beyond Khalsi
(but before chab to Fatah!).

Day ⑤: Up past sparrows, over ~~passes~~ - Fatah pass
and later Namika pass, and camp beyond
Drass gate (2 miles past Drass). Camping
possible on left about 1 mile past gate -
river close.

Day ⑥: Dep before 0700 hrs, fairly clear run to
Srinagar.

Ladakh - Little Tibet

The usual age-old chant "So, so, so, so, H'la gyal, De t'hamche p'ham" is muttered when the climb is over, which means in English "Ho, ho, ho, ho, the gods conquer, the devils are defeated".

Do not be surprised if you hear our driver and even yourselves utter the age-old chant for once again Intercontinental Transits have opened up a new and virtually unknown part of the world to tourists - Ladakh. We invite you to be the first to travel with us through the Himalayan ranges to a height of over 14,000 feet to the land of lamas, yaks and temples.

The road to Leh, the capital of the Ladakh district, starts from Srinagar (Kashmir) and has an easy gradient till the final climb along the mountain-side. The exceedingly steep road and the altitude would make any vehicle cough and splutter. This is the only motorable way, where you have to cross the Zoji la (la means pass). Zoji la is bitterly cold and is said to be the second coldest place on earth. In winter the temperature could be as low as -50 degrees Centigrade.

Once across Zoji la the landscape undergoes dramatic changes. The green turns to yellow and then brown. The vegetation disappears. The colours change yet again to red, blue, pink and purple. The few inhabitants are Central Asians as in Ladakh. The great distances and the massive size of the mountains create an aura more impressive than anywhere else.

Kargil is our usual over-night halt, a village with the river Suru some few yards away. There is some agriculture and sheep farming. But civilisation has not yet reached Kargil. There is no water supply system and nobody has a bath. The houses are built of stone and plastered with mud which keeps out the cold. The roofs are also thickly plastered. Almost every house has a basement as a protection against cold. In more prosperous houses the curtains are padded.

Past Kargil, Islam gives way to Buddhism. One passes monasteries (gompas) and chortens, which are big shell-shaped structures with a metal pinnacle. These are usually built over the remains of dead lamas and often line the road up to a monastery.

The land continues to be barren, but it is most surprising that there can be such an endless variety and so many moods to a place so devoid of vegetation. We now climb up to the 13,000 feet Fotu la in a series of agonising curves and climbs. In front there is a mountain top covered with a lot of snow. On the other side of the pass there is a completely new panorama of snow-clad peaks. Past Fotu la the road down is a succession of numerous hair-pin bends, all visible from the top. At the bottom runs the Indus river making its way towards Pakistan.

Across the river, the high peaks slowly give way to more rounded mountains and tableland. There is sand, dust and desert, the colours predominantly rust and burnished orange. Finally we arrive at Leh.

Civilisation has not reached Leh either. But nevertheless it is a fascinating town. In earlier days it was an important trading centre; what Hong Kong is to the Far East, Leh was to Central Asia. In the north lay the famous caravan route to Yarkand and Kashgar, both in Sinkiang. In the east was Lhasa, the Holy City. In the south lay India and in the west Baltistan and Kashmir. Traders would come from Afghanistan, Turkey and the Arabian countries. In the main square of the market they would display their wares in the mornings and play polo in the afternoons, besides carrying on a flourishing trade in smuggled opium. The recent political unrest between Pakistan, India and China has ended all this.

But the main market place retains its charms. The brown and maroon robes of Ladakhis, lamas with cropped hair, women with colourful clothes and head gear all mingle well in a relaxed atmosphere where everybody knows everybody and shopkeepers leave their shops unguarded to go out for a stroll with friends.

There are places one can visit around Leh. For example, Puga is a day's drive from Leh. Close to it is where, 45 million years ago, the Indian land-mass moved north and collided with the under-side of Asia. Geologists can still pick out the line of collision. On one side of the line are sharp jagged peaks; on the other, gently rolling mountains.

The hot springs are another fascinating sight. The steam and water from the geysers shoot up 50 feet into the air. In winter the place is extremely cold and the steam that shoots up at 140 degrees C. comes down as solid ice.

North-east of Puga is Nyoma, where the officiating lama is a child living in the village gumpa. The road to Nyoma is further proof of Ladakh's infinite capacity to fascinate the traveller with its scenery, the unearthly colours of the soil and rocks (mostly purple), the unnatural terrain, the total absence of life in any form and the ring of mountains could well lead one to believe that one was on the moon.

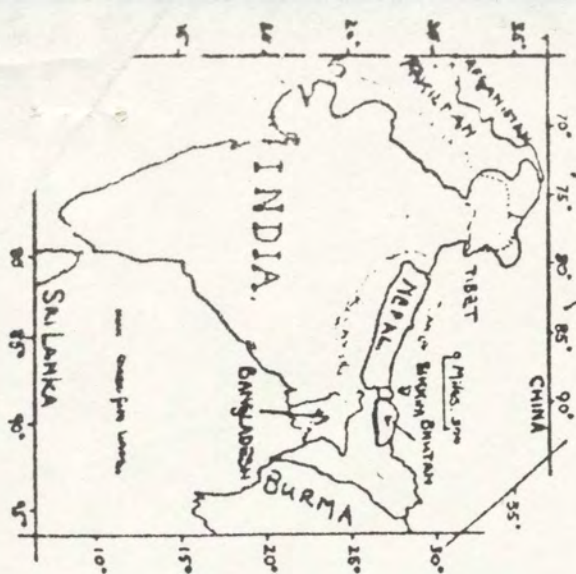
Another journey that one can make is to the north of Leh and over the Ladakh range into the Nubra valley. This is one of the more fertile areas in Ladakh, alongside the Shyak and Nubra rivers. The road north from Leh is the highest in the world for it crosses the 18,400 feet Khardung la. One can view the Zaskar range to the south. On the other side of the pass two giant peaks of the great Karakoram range stand out in the distance. The road here is narrow and crosses glaciers. Above on the left is the great wall of ice which continues to our right where it is a sheer drop. After the Khardung la road the way east is a highway across the 17,500 feet Chang la (Gateway to Hell). This part is dangerous due to uncharted minefields. The road passes through T'hangtse where the mark of a cross and ancient Syrian scribbles on a rock record the journey of a Nestorian Christian 1200 years ago. The gumpa at T'hangtse had the world's most precious ruby till it was stolen 200 years ago.

Moving on to Chushul we finally come to the great Pangong salt-water lake locked between huge, barren mountains. Over 70 miles long, it has the appearance of a sea. One can find shells and remains of dried shrimps on the shore. The whole of Ladakh is believed to have been under the sea at one time. The Chinese are at the other end of the lake. The temperature drops drastically during winter to -35 degrees C. Diesel and petrol freeze in fuel tanks and ink freezes in fountain pens. The earth becomes hard and even pick-axes are of little use. Shaving is a problem as the water freezes on your face. As some-one discovered, you can cut your finger if you are not careful while stroking your moustache as ice forms on that too.

Intercontinental Transits,
104 Fullers Way South,
Chessington,
Surrey.

Tel. 01. 397 2605.

INTERCONTINENTAL TRANSITS



1,013,760.

(16 miles to 1 inch).

Bahya Peaks
4091'

21534

20928

18172.

18644

18500

18500

20200

18500

19427
Pahle
12812

C 18096

E 16961

20102

20302

21792

22165

19831

20074

22350

24658

21734

7047 SINCARE, December, 1974.

L A D A K H

Ladakh, land of Lamas, monasteries and mountains is one of the most elevated regions of the world. It is an unforgettable experience, and adventure for the visitor.

GENERAL INFORMATION:

Altitude 9,000 - 15,000 feet above sea level.

AREA:

97,872 square kilometres.

SEASON:

Best season for Leh is mid June to Mid October. During this period the temperature ranges 20-30°C during day and falls 5-10°C during the night. With the exception of an additional pullover or windproof jacket no special warm clothing is needed during the tourist season. It is necessary to bring anti sun burn cream on this tour.

TRANSPORT:

The district headquarter, Leh is 242 miles or 432 kms from Srinagar the capital of the state. There is regular bus service once a day departing 8 in the morning from Srinagar and arriving Leh next day in the evening with a night stay at Kargil.

Jeeps are available at Srinagar for going to Leh. Charges are not fixed. The route from Srinagar to Leh along with respective distances is given below:-

<u>Name of Place</u>	<u>Distance from Srinagar in Kilometres</u>
1. Sonamarg	84
2. Sarbal	92
3. Gumari (Zoji La top - 11578 ft)	110
4. Meenmarg	119
5. Matayan	127
6. Drass	147
7. Tashgam	170
8. Kharbu	180
9. Channigund	194
10. Kargil	204
11. Mulbekh	244
12. Namika La (12220 ft.)	259
13. Bodhkharbu	274
14. Henis Kut	283
15. Fatu La (13,479 ft.) Highest point on Srinagar - Leh road	295
16. Lamayaru	310
17. Khalse	337
18. Saspol	372
19. Nimmu	398
20. Leh	434

ACCOMMODATION:

There are PWD Bungalows with 5 and 10 rooms at Kargil and Leh respectively. The rent charged is Rs.6 per room per day. It is essential to reserve the accommodation in these bungalows well in advance as they are used very often by State Government officials on tour.

In Leh there is a hotel called Yak Tail which provides lodging only. The

charges are between Rs.10 to Rs.15 per room. Besides there are other small hotels also called Ibex, Hotel Glacier and Hotel Karakoram. Besides, a limited number of tents are available at Kargil and Leh from the Deputy Superintendent of Police at Kargil and Assistant Commissioner, Leh which can be hired by tourists. Apart from the above accommodation there is no other accommodation available in Kargil or Leh.

PLACES OF INTEREST:

Largest town and headquarters of Ladakh district is about 11,500 feet above sea level. Leh used to be the ancient trade route between Central Asia, India, Tibet and Western Asia for centuries it has been an important trade centre.

Lamas and Gumpas: Ladakh is known as the land of Lamas, Lamaism a form of Buddhism is prevalent in Ladakh. Religion is a dominating factor in the life of the simple, unsophisticated Ladakhis and Monks and nuns are fairly numerous. The monks and nuns are known as Lamas and Chomos respectively and the monasteries as Gumpas. Both monks and nuns are divided in two sects the Red and the Yellow. Members of Yellow sect enjoy a higher reputation for asceticism and learning than their Red brethren. The latter, however, are more numerous than the former.

Monasteries: One of the main attractions of Ladakh are the Buddhist Monasteries or Gumpas. In nearly every village there is a Monastery of greater or lesser importance. It sometimes holds but one or two Lamas or Monks; sometimes it is the home of hundreds. The monasteries are the most conspicuous buildings in the country; they are always somewhat apart from the houses of the villages; they are often situated in high places difficult to reach on a spur of the mountain or on an isolated rock or in a nook under the shelter of a lofty cliff. In a monastery there are the two head lamas; one is the leader in spiritual matters; the other the manager of its temporal affairs known as Chagzet. There are 12 main Monasteries and about 5,000 lamas in Ladakh. The following are some of the important Monasteries which can be easily approached by the tourist.

Hemis Gunpa: This is the biggest monastery in Ladakh and is situated at a distance of 40 kilometres from Leh along the Leh-Manali Road. The road to Hemis leaves the main road at Karu (about 35 kilometres from Leh) and crosses the Indus. The Monastery is not visible from the road as it is located in a side valley. There are a number of statues of gold and stupas decorated with precious stones in the monastery. Among the innumerable Tankhas (Paintings on cloth), there is one supposed to be the biggest in existence. This Tankha is shown to the public once in every eleven years and the next exhibition is scheduled for 1980. There is a very colourful festival known as the 'Mela of Hemis Gunpa' every year in the month of June. People from all over the province come to the festival in most colourful costumes and a mask dance is held.

Tiksey Monastery: Enroute to Hemis is the famous Monastery of Tiksey situated on a hill-top. It has a beautiful location and one can enjoy the splendour of the green Indus valley from its roof top. The Monastery has a number of chambers full of statues, stupas and Tankhas of all kinds. There are sixty lamas in the Monastery and it is supposed to have a nunnery also. Some of the wall paintings are very interesting.

Palace and Monastery: About 15 kilometres from Leh on the way to Hemis is the Summer Palace of the old King of Leh. The Palace is situated on top of a hill and houses the largest victory stupa with a golden top. The Monastery has a two storey high statue of Budha in a sitting position. The statue made of copper and gilded with gold is worth seeing. The monastery is often closed and it is advisable to make prior arrangements with the lama so as to avoid the disappointment of finding it closed.

Sankar Gunpa: About 3 kilometres from the town of Leh is this Gunpa of famous Kaushak Bakula, member of the Indian Parliament. The Gunpa is electrified and has a telephone. There are innumerable small statues of pure gold and a number of interesting paintings. The Gunpa can be visited in the evening as it is well lighted.

Spituk Monastery: Few kilometres short of Leh on the Srinagar road, on top of a small hill overlooking the Indus is the Spituk Monastery. There is a totally new Gunpa within the Monastery as also the old Gunpa has been nicely renovated. Some very interesting Tankhas are the proud possessions of Monastery.

This Gunpa too is electrified. Higher up on the hill is a chamber housing enormous statues of Goddess Kali (Goddess of Wrath) with faces covered. The faces are exhibited only once a year on the occasions of the Annual Mela (Festival) which occurs in January. This Chamber also contains a very old collection of face masks. It is interesting to visit the Gunpa on the day of the Puja. This can be ascertained in Leh itself from the local people.

Fiang Gunpa: This Gunpa situated on the left side of the road from Srinagar to Leh, 20 kilometres short of Leh, is the Monastery of the red sect. The head lama of the Monastery Kaushak Togdan, is the Vice Chairman of Ladakh Development Committee. The monastery has some beautiful statues and Tankhas.

Alchi and Likir Gunpas: These two Gunpas are situated in the vicinity of Saspol on the Srinagar-Leh road. Likir is towards the north a few kilometres from the main road while Alchi is across the Indus about five kilometres away. Both the Gunpas are approachable by jeep and house some interesting things. There are a number of massive clay statues of different forms of Buddha, very colourful and beautiful. The important possessions of the Gunpas are the interesting colourful wall paintings about a thousand years old. These paintings have been done by artists from the Kashmir Valley. It is really rewarding to pay a short visit to these Gunpas.

Lamayarus: Immediately after crossing the highest point on the Srinagar-Leh road (Fatu La) one descends into the Indus Valley along a winding road with dozens of curves. After turning a bend in the road, a very strange looking village with a Monastery on top comes into sight. This is Lamayaru, the oldest Monastery in Ladakh. The village has the appearance of being something out of the James Hilton novel: "The Lost Horizon of Shangrila". There are strange cave dwellings carved out of the mountain side. It is worthwhile to stop for an hour or so to have a quick look around.

Mulbekh: Before beginning the ascent of Namika La one passes through the Village of Mulbekh. There is a huge image of Buddha carved out of a rock on the right side of the road. The village has a significant Monastery situated in a most dramatic location. The Monastery is perched on a high and solid rock overlooking the village and the valley. It is a nice excursion to climb to the Monastery and see its relics. An iron staircase is being constructed to take one up to the Monastery.

Other Monasteries: In addition to the above mentioned Monasteries there are quite a few more in different locations and villages. Leh has a beautiful Monastery on top of the over-looking hill.

Trekking and Climbing: Ladakh has extensive possibilities of high and difficult trekking and challenging climbs. There are innumerable peaks between the heights of 5000 to 7000 metres, most of them unnamed and unclaimed. Suru and Zaskar Valley present excellent areas of trekking in the shadow of high peaks of Nun and Kun. Zaskar Valley can be approached from Kargil in about a week's trekking. The 14000 ft. high pass of Penzi La has to be crossed to reach the valley. There is a jeepable road following the River Suru unto Pangdoo Gunpa about 130 kilometres from Kargil.

Nun and Kun, the two famous peaks (7,135 and 7,087 metres respectively) can be seen from a place called Parkachik in the Suru Valley (about 60 kilometres from Kargil). From this point onwards, these two peaks dominate the entire view. The main glaciers of these mountains are approachable from a number of points in the Suru Valley. In fact for the northern side the base camp can be placed just near the road, thereby making Nun approachable in 11 hours (jeep drive) from the Srinagar Airport.

Some of the famous treks in the region are:-

1. Leh-Kargil via Suru Valley.
2. Kargil-Suru-Zaskar-Kishtwar-Manali.
3. Leh-Zaskar-Kishtwar-Manali.
4. Kargil-Suru-Hardwan-Kishtwar/Pahalgam.

There are also other short treks possible around Leh.

Leh-Manali Road: Leh is connected by road to Manali in Himachal Pradesh. Four wheel drive vehicles of sufficient horse power can drive on the 500 kilometre long road. There are two high passes of about 17,500 ft. above sea level to be crossed on the way. There is no accommodation or servicing or any other facilities enroute. It is therefore, advisable to go fully equipped for all emergencies on the road. No bus service or any other civil transport is plying on the road. A trek along the road takes about one month to reach Manali from Leh. The road is usually open from the Middle of June to the middle of October.

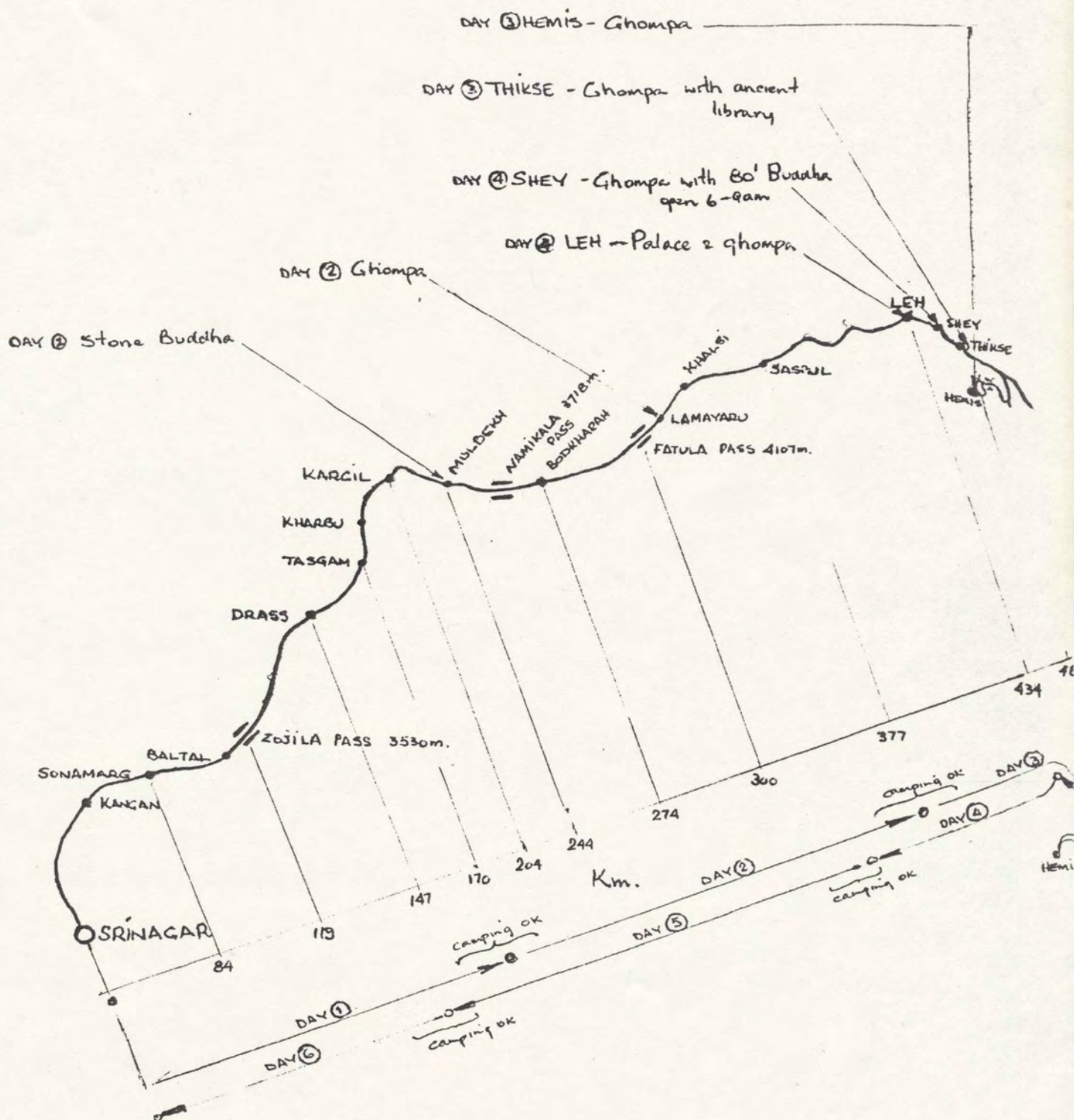
Some Tips for the Tourists:

1. If possible carry your own tent.
2. Sufficient warm/cotton clothing should be carried along.
3. A good sleeping bag is a must.
4. Do carry some supplies such as tinned food, juices etc.
5. Carry some essential medicines for emergencies. Sun-burn and chaffing of of lips etc. is usual in Ladakh. Therefore, do carry some anti-sunburn cream and anti-chaffing cream.
6. Persons travelling in their own vehicles should carry enough spares and some fuel.
7. In case of any difficulty contact the local Administrative/Police Officers for assistance.
8. Avoid raw fruit and other edibles available in the streets as these may result in stomach upsets.
9. Drink as much fluids as possible as dehydration is the main enemy on high altitude.
10. Avoid excessive drinking of local brews such as Chang.
11. Respect the religious sentiments of the local people and always remove your shoes before entering places of worship.
12. Purchase and sale of antiques is strictly prohibited.
13. Tourists are permitted to travel from Srinagar to Leh and from Leh to Manali along the road. The limit of the open area is one mile north along the road from Sonamarg to Kargil-Leh and one mile east from Leh to Unshi-Manali. The area beyond the above limit is restricted and permission from the Ministry of Defence, Government of India, New Delhi is required to enter into these parts. Tourists are therefore advised to remain in the open areas only.
14. Photography of strategic installations such as bridges, military camps etc. is strictly forbidden.

It is important that those visiting Ladakh should not be suffering from any heart ailment.

Tourists should bring flash light with their cameras for photography inside the monasteries. Also they should carry a torch light to view the paintings as presently no lighting arrangements exist inside the monasteries.

LADAKH



NEPAL

NEPAL

GOVERNMENT

Nepal is governed by a King through a council of ministers and a four tier column system.
Present King - MUKENDRA

RACES

The large scale migration of Mongoloid groups from Tibet and Indo-dryan people from North India which accompanied the early settlement of Nepal have produced a diverse linguistic, ethnic and religious pattern.

CAPITAL

KHATMANDU

POPULATION

1971 Census 11 and a quarter million

Language

Official - Nepalese

Religion

90% Hindu 9% Buddhism

CLIMATE

Influenced extensively by elevation and its location in a subtropical latitude. Warm temperate climate between 4,000 and 7,000 feet
Cool temperature between 7,000 and 11,000 ft - Alpine above 11,000 ft

Currency	Nepalese Rupees
	Exchange Rate (Official) 23.00Rps = £1 (Mar 75)
	(Unofficial) 25.00Rps = £1

Time	GMT + 5 hours 40 mins
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Banks	Nepal Bank Ltd (1000 - 1230) New Road
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Holidays

Fuel Cost	1 litre = 2 N.Rps
	1 gallon = 35p
	OCCASIONALLY DIFFICULT TO GET

Area	54,362 sq miles
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Rainfall in East	70" to 75"
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Rainfall in West	30" to 35"
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In Kathmandu Valley temperatures range from 50F in Jan to 78F in July.
Average rainfall about 58" mostly in June to September.

Thai Embassy	0900 - 1200 Mon-Fri. 35 Rps
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Burmese Embassy	0900 - 1700 Mon-Fri. 51 Rps
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NEPAL (cont'd)

ROUTE I BHAIRWAL (BORDER) - POKHARA - KHATMANDU Distance 395 Kms

Border: Easy - rarely search.
 Customs do not usually look at the truck. One to two hours.

After border for 30 Kms road runs through cultivated farmland to the mountains. Impossible to camp before Butwal and the mountains. Possible to camp on wide verges in the first pass.

Road to Pokhara nearly as bad as road up to Kashmir, twists and turns uphill for 190 Kms. Full days travelling.

POKHARA

Small straggling town, two or three hotels, shops, airport and a good place to camp is by the Lake. Splendid views of Annapurna during Autumn and Spring. Food plentiful. Small boys on bicycles sell bread.

POKHARA - KHATMANDU 205 Kms

There are toll gates and two passport check points en route to Kathmandu. Road to Kathmandu is brand new, built by the Chinese recently. The last 20 kms are up the Old Raj Path. This is very steep and has a bad surface, continually under repair, often blocked by broken down trucks. Suggest you leave Pokhara early to reach Kathmandu comfortably before dark.

W. NEP RPS to INDIAN RPS. Exchange possible
 at bank on Rep side of border.

ROUTE II

RAMAUL (border) - KATHMANDU

Border Similar to Bhairawal. Easy if organised.
 Road very steep in places with tighter
 corners than Pokhara Rd - hard days drive
 so start early.

GAIDA CAMP - CHITWAN NATIONAL PARK:

Gaida (Nepalese for 'rhino') Camp is situated just inside Chitwan National Park. Facilities at the camp include showers (cold), toilets, restaurant and bar. Beer expensive so take your own. Vegetables and meat will be brought to camp for you with camp supplies - arrange with manager. Staff friendly and helpful.

Excursions into Park:

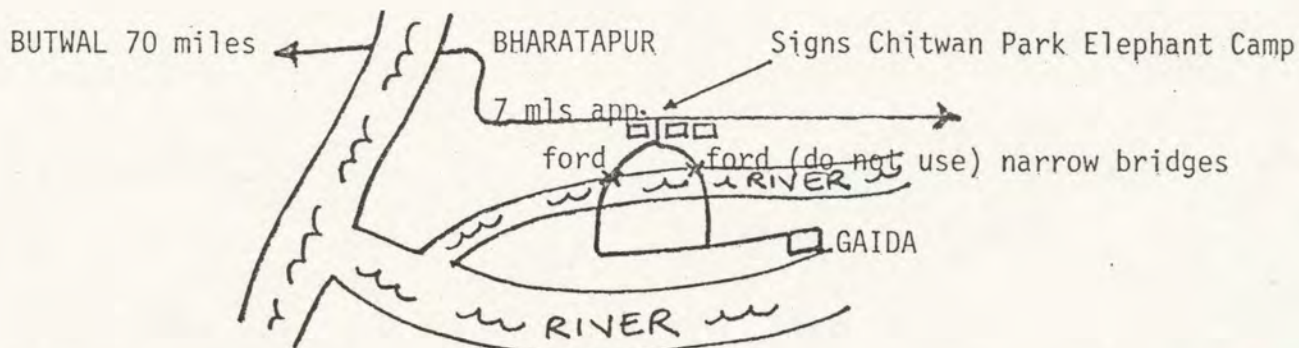
1. Morning - canoe ride; 2-3 hrs to view park and crocodile. Very good. Take packed lunch.
Cost: 25 Rupees.
2. Afternoon - Elephant ride through park back to camp, after canoes. Good but 2 hrs enough.
Cost: 65 Rupees.
3. Elephant ride leaving camp at any time for trip through park. 2 hrs again enough.
Cost: 65 Rupees.
4. Walk through park to hide and back to camp with guide. Take 3 hrs.
Cost: 12 Rupees.
5. Stay in hide overnight to view game in evening and morning. Take evening meal and breakfast.
Cost: 12 Rupees.
6. Two canoes (one man) are available for FREE.

Camp has very limited money change facilities at present so take all you need.

To get there:

Take east/west highway east from Butwal. 70 miles good tar to ferry at Bharatapur. Good camping near ferry but better to cross the night before arrival at Gaida as ferry not reliable. Ferry costs 120 Rps for truck and trailer (6-wheeler would need two crossings 1. truck 2. trailer). Good dirt (eventually tar) from Bharatapur for 7 miles. On entering small town, sign right for Chitwan Park. Bad dirt road approx. 40 min. to camp.

Good shopping in Bharatapur.



Camping cost to be agreed. Park entry \$5.00 per person.

NB: Park closed during monsoons (June-July, perhaps longer)

* NB: This park has not been costed into 1978 trans-Asia trips. Expenses therefore on group. If considering visiting park, make this clear before decision made.

NEPAL (cont'd)

KATHMANDU

Accommodation of all classes, dozens of 5 rps a night lodges up to the Soltée Oberoi Hotel which is Hilton class, has swimming pool and casino.

Khatmandu Guest House

Has very helpful staff, good parking for trucks and trailers. Garden can be used for drying tents etc. Showers although only 3 hot and the two showers in the garden are the most reliable. Good laundry service. Useful travel desk in Foyer (local calls free for residents) Rooms from 10 rps up - double with basin 25 rps.

TASKI TAKGAY RESTAURANT

Next door, run by Tibetans. Best value for money food in town, mainly Chinese style. Star beer 13 Rps. Local liquor 3 Rps (lge shot).

ANAPURNA HOTEL

4-star rating. Very expensive but has telex room. People very helpful and will ring through to Khatmandu Guest House if any message arrives. Coffee House has good bacon sandwiches.

TELEX:

TELEX from London almost impossible, so get London on line from beginning of message for quick reply.

123/- per minute. Open 3:30 pm - 6 pm.

TELEX NO.

NP 205. Callback : AAPU

PETES PLACE

Disco, mainly Friday evening but other nights if enough people. Free entrance. Beer 15/-.

YAK & YETI

Very expensive restaurant but has a hell of an atmosphere (Russian), best in town - gives seconds and thirds on some dishes !!

DRUGSTORES
& BOOKSHOP

SEE SKETCH

There are many around but these I have found to be the best.

NEPAL (cont'd)

KATHMANDU (cont'd)

REPAIRS

Oil-change and high pressure hosing at the Kathmandu Service Station. Work on engines, gear boxes etc and welding at the Balaju Auto Works on the Balaju Trading Estate, 5 kms north of town. You do most of the work with their tools - hand out Baksheesh for any assistance. Very friendly to EO.

COMMUNICATIONS

Poste Restante very unreliable.
Telegrams good. Address replies to your hotel.
Telegraph office open 24 hrs.

POST OFFICE AND POSTE RESTANTE

Open every day except Saturday from 10 am to 4 pm (sometimes 5 pm) also closed public holdiays which seem to crop up every now and then.

TELEGRAPH OFFICE

Open 24 hrs a day for telegrams and telephones (very difficult to get connection).

PARBITRA WORKSHOP

For location see sketch.

Location presently used for parking the vehicles over long periods, make sure letters are drawn up for the next person going out to have authority to remove truck (i.e. anyone producing same letter).

Work can be done here on trucks, welding, etc.

MONEY

Large surplus Nep Rps can be changed to Ind.Rps at small bank next to fire station, opp. Tourist office in New Road - no paperwork or hassles.

Everything in town usually opens about 10 a.m. and certainly official places.

Day of rest is Saturday.

NEPAL (Cont'd)

KATHMANDU (cont'd)

PROVISIONS FOR RETURN

Provisions shop marked on map. Truck can be parked almost outside, has very good dried milk powder (about 300 sachets needed for a complete trip).
"Happy Provisions" Near centre - ask exact location at Guest House restaurant.

Purchase enough stock to last until Kabul. Milk powder, jam, tinned fish, coffee, tea, etc. Loo rolls very expensive and of poor quality. Prices same as Delhi but better quality and variety in Kathmandu.

FRESH FOOD

Tinned meat only required for Nepal and India. Plenty of bread, fresh fruit and veg. All along Trans Asia route. It is nearly always possible to shop daily. Only times it is necessary to stock up are for the up-down runs from Kashmir, to Band-i-Amir and for crossing the central deserts of IRAN. Fresh meat is dirt cheap in Afghanistan but expensive and tough in Iran.

FUEL fuel-up at station on map (should be no restrictions).

W. Fuel in Kathmandu because of inevitable shortage.

THIS ONLY NECESSARY IN EMERGENCY

Go to Nepal Oil Corporation for release note, ask for twice as much as you need. After some procrastinating they will offer enough to reach Pokhara. Not good as Pokhara will be even more reluctant. Keep pressing and they will finally cough up. There is also another fuel company in Kathmandu which could be used as well.

VISAS W. Obtain visas for those requiring them for India - must be valid for one month - no visas issued at India/Nepal border. Make sure signatures on all visas are in the same coloured ink. US & Swiss.

MONEY Try to leave with : 50% sterling
: 50% US\$
As much of it in cash as possible and $\frac{3}{4}$ in small denominations.
If being a round trip, always leave a country with as few pounds worth of local currency left.

NEPAL (cont'd)

KATHMANDU (Cont'd), Money

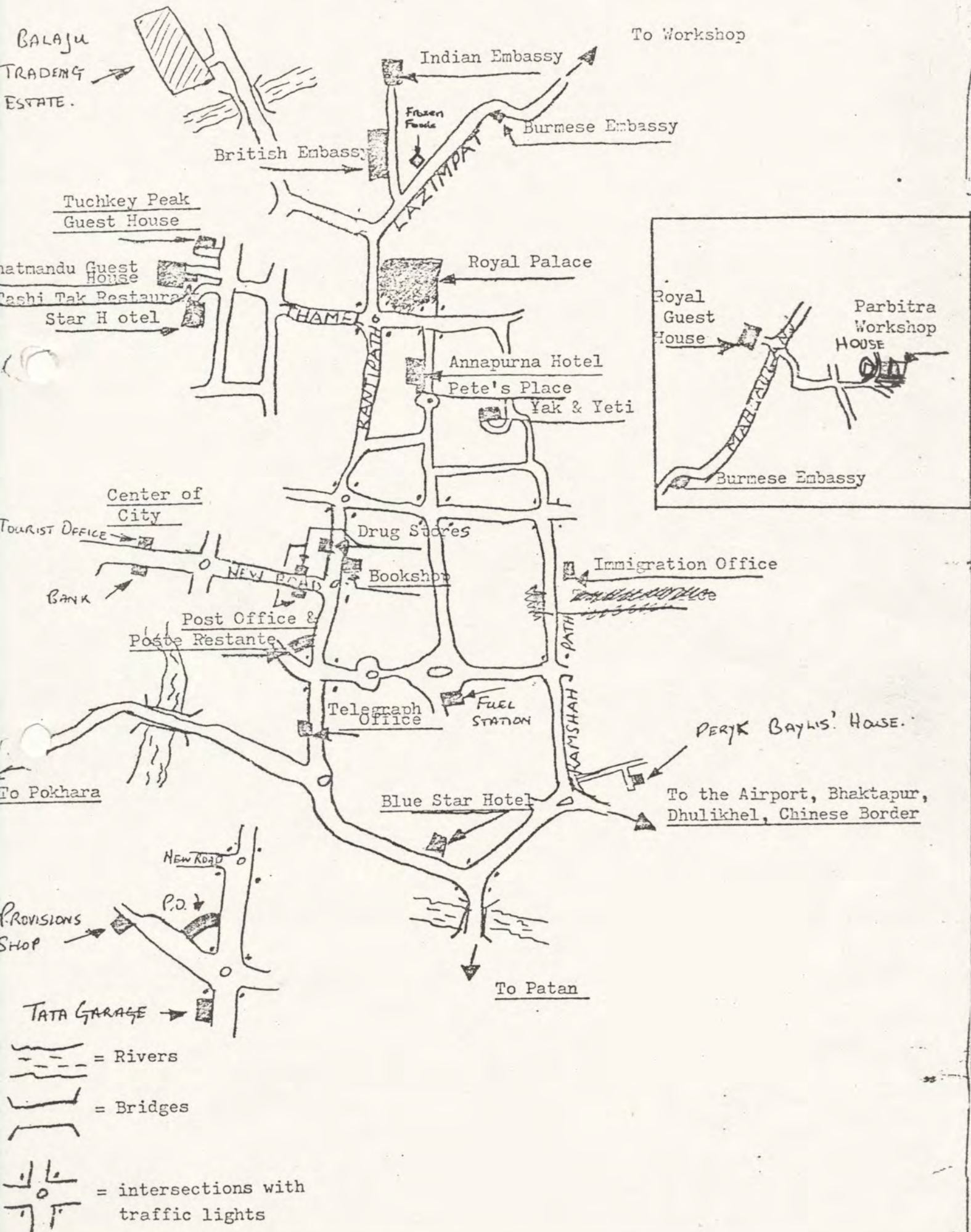
This you can use on the second trip and exchange with another group travelling in the opposite direction for local currency of countries he has already passed through.

Don't forget to keep this money well hidden as the export of local currency is often illegal.

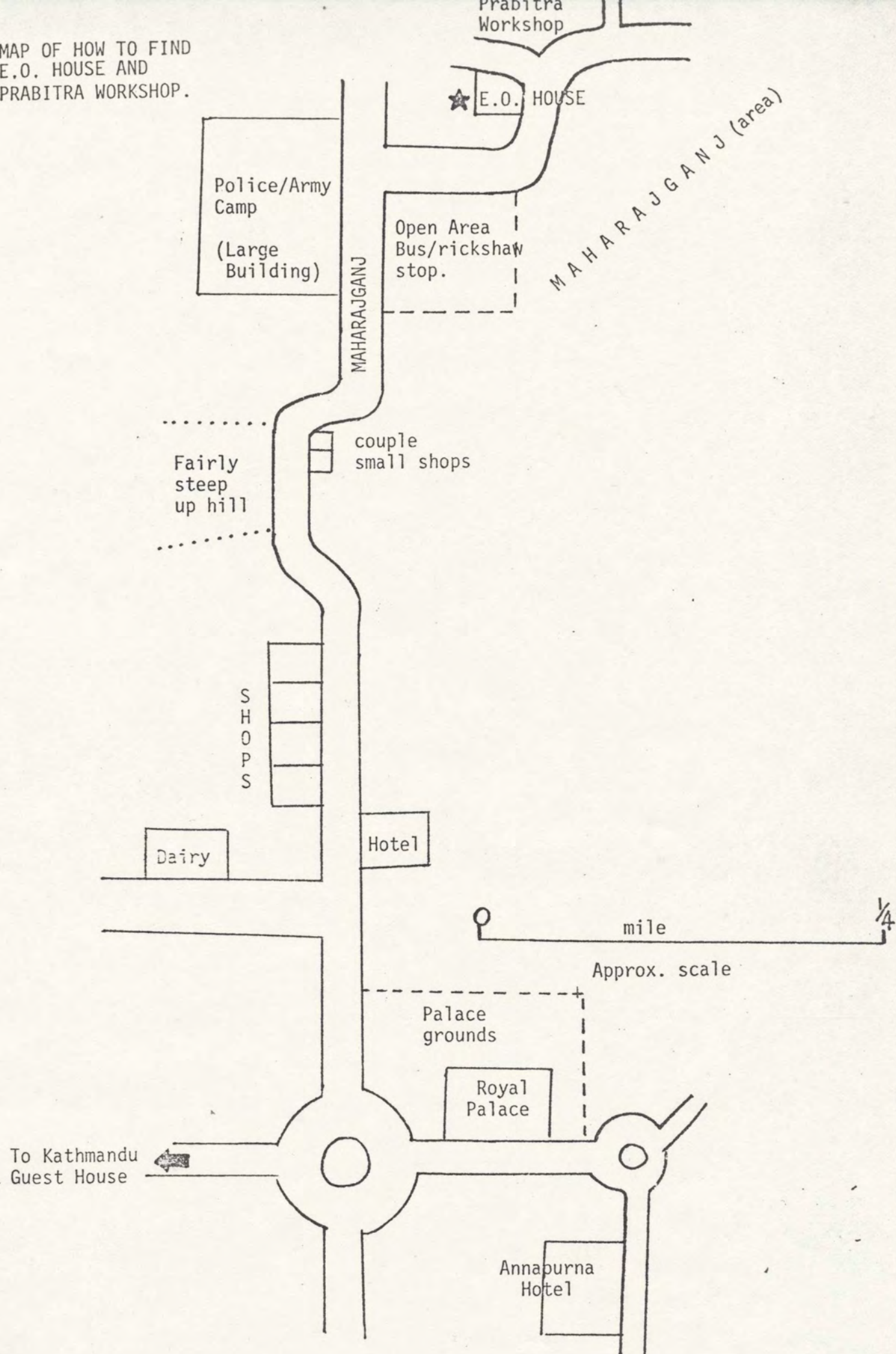
GAS

Bottles can be filled at plant on Balaju Trading Estate.

KATHMANDU



MAP OF HOW TO FIND
E.O. HOUSE AND
PRABITRA WORKSHOP.



NEPAL TURNAROUNDS, ETC. RKM

Arrangements now exist in Kathmandu to make turnarounds more efficient and comfortable, whether quick ones in the summer or longer ones in the winter.

The house still is a little spartan, but by the end of the winter should be in really good shape.

The following procedure is recommended for groups arriving in Kathmandu from eastbound trips :

1. You'll arrive in the evening from Pokhara and should have booked accommodation at the KGH. This is about average standard and should suit everyone for at least the first night. Costs less than £1 per head for best rooms. People can move following day to cheaper or dearer places. Unload personal gear but leave equipment on truck.
2. "Suggest" to the group that you'd like a hand next day with camping gear etc. Further "suggest" that you'll buy a final meal out that next evening to wind the trip up. KGH has a huge lawn to dry tents etc. Minor repairs etc can be carried out by the group and good clean gear is then ready for storing.

END OF TRIP REPORT can be done while this is going on. Major camping gear repairs can be stacked separately and done subsequently.

Inside of truck can be thoroughly cleaned.

Then load everything back in the trailer, take up to the house and store "NEATLY", in the store room at the house. You may even have time to get the truck pressure -washed down town.

3. The TASHI TAK GAY do an excellent (huge) Tibetan dish for us. Normal price is Rs25 but Rs20 to us. Book it on arrival and have it the evening after doing camping gear, etc.

This procedure can enable you to have all domestic gear fixed, sorted, cleaned and stacked, and be ready to start mechanical work within 36 hours of arrival.

NEPAL TURNAROUNDS (cont'd)

Getting the group to help (usually willingly) with the gear can save days of slog.

The house is next to PARBITRA's WORKSHOP and the keys are held either with the manager of PW or with the landlord who has the downstairs flat. He is :

RAMA PRASAD SHRESHA
Deputy Auditor General
Babar Mahal
Kathmandu. Nepal.

FINALLY :

KEEP THE HOUSE TIDY. Whether we have a cleaning woman or not.

八

Name of Dancer

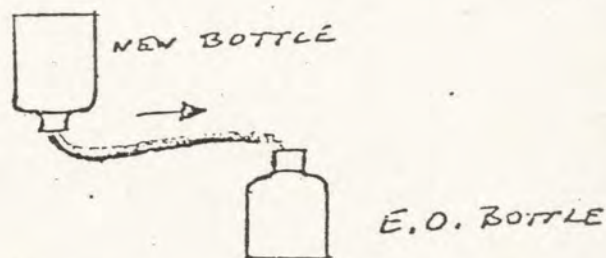
tips

Motoring Dictionary in six languages

ENGLISH	FRENCH	DUTCH	GERMAN	ITALIAN	SPANISH
Accumulator	Accumulateur	Accu	Akkumulator	Accumulatore	Acumulador
Axle <i>BATTERY</i>	Essieu <i>BATTERIE</i>	As <i>BATTERIJ</i>	Achse <i>BATERIE</i>	Asse <i>BATTARIA</i>	Eje <i>La pila</i>
Bearing	Coussinet	Lager	Lagerschale	Cuscinetto	Cojinete
Belt	Courroie	Riem	Riemen	Cinghia	Correa
Big-end	Tête de bielle	Drijfstang	Pleuelstangenkopf	Testa di biella	Cabecera de Cigüeñal
Bodywork	Carrosserie	Karosserie	Karosserie	Carrozzeria	Carrocería
Bolt	Boulon	Bout	Bolzen	Bullone	Bulon
Bonnet (car)	Capot	Motorkap	Motorhaube	Cofano	Capota
Bore (engine)	Alesage	Boring	Bohrung	Alesaggio	Calibre
Brake	Frein	Rem	Bremse	Freno	Freno
Brake, drum	Tambour de f-	Remtrommel	Bremstrommel	Tamburo del f-	Tambor del f-
Brake, pedal	Pedale de f-	Rempedaal	Bremspedal	Pedale del f-	Pedal del f-
Brake, rod	Tige de f-	Remstang	Bremsstange	Asticella de f-	Varilla del f-
Brake, shoe	Sabot de f-	Remschoen	Bremsbacke	Pattino del f-	Zapata del f-
Brake, to adjust	Ajuster le f-	Rem bijstelle	Bremse einstellen	Regolare il f-	Ajustar los frenos
Breakdown	Panne	Pech	Panne	Panna	Descompostura
Broken	Cassé	Gebroken	Gebrochen	Rotto	Roto
Bulb (lamp)	Ampoule	Gloeilamp	Glühbirne	Lampadina	Lampara
Bumper	Pare choc	Bumper	Stosstange	Paraclopo	Paragolpes
Burst (tyre)	Eclatement	Pech	Reinpanne	Fenditura	Reventón
Camshaft	Arbre à cames	Nokkerias	Nockenwelle	Albero a camme	Cigüeña
Carburettor	Carburateur	Carburateur	Vergaser	Carburatore	Carburador
Carburettor, float	Flotteur de c-	Flotter	V - schwimmer	Galleggiante del c-	Flotante del C.
Carburettor, jet	Gicleur de c-	Verstuiver	V - duse	Iniettore del c-	Aguja del C. /
Chain	Chaîne	Ketting	Kette	Catena	Cadena
Clearance	Espace libre	Grondspeling	Bodenfreiheit	Altezza libera	Espacio
Clutch	Embrayage	Koppeling	Kupplung	Frizione	Embrague
Clutch, slip	Patinage de l'e-	Slippendekopp	K-schleift	Slittare di f-	Patinaje de e-
Coil	Bobine	Bobine	Spule	Bobina	Bobina
Compression	Compression	Kompressie	Verdichtung	Compressione	Compresión
Condenser	Condensateur	Kondensator	Kondensator	Condensatore	Condensador
Contact	Contact	Kontakt	Kontakt	Contatto	Contacto
Crack	Cassure	Breuk	Bruch	Rottura	Rajadura
Crankshaft	Vilebréquin	Krukas	Kurbelwelle	Asse a gomito	Cigüeñal
Current	Courant	Stroom	Strom	Corrente	Corriente
Cylinder	Cylindre	Cylinder	Zylinder	Cilindro	Cilindro
Cylinder head	Culasse	Cylinder kop	Z - kopf	Testa del c-	Cabeza de c-
Drain, to	Vidanger	Aftappen	Ablassen	Asciugare	Desaguar
Exhaust (of car)	Echappement	Uitlaat	Auspuff	Scappamento	Escape
Fanbelt	Courroie	Ventilatorriem	Ventilatorriemen	Cinghia del ventilatore	Correa de ventilador
Fill up, to	Remplir	Tanken	Tanken	Reimpre	Llenar
Filter	Filtre	Filter	Filter	Filtro	Filtro
Flywheel	Volant	Vliegwiél	Schwungrad	Volano	Volante
Free (to) from grease	Dégraisser	Ontvetten	Entfetten	Disgrassare	Librar de grasa
Funnel	Entonnoir	Trechter	Trichter	Imbuto	Embudo
use, electric	Fusible	Zekering	Sicherung	Valvola di sicurezza	Fusible
Gasket	Joint	Pakking	Dichtung	Guarnizione	Guarnición
Gearbox	Boîte de vitesses	Keerkoppeling	Getriebekasten	Scatola d'ingranaggio	Caja de Velocidades
Gearlever	Levier de vitesses	Koppelinghandle	Schalthebel	Carter d'i.	Palanca de v-
Grease, to	Graisser	Invetten	Einfetten	Ingrassare	Engrasar
Horn (of car)	Avertisseur	Hoorn	Horn	Corno	Bocina
Hub	Moyeu	Naaf	Nabe	Mozzo	Centros de rueda
Ignition	Allumage	Ontsteking	Zündung	Accensione	Encendido
Inner tube	Chambre à air	Lucht slang	Luftschlauch	Camera d'aria	Camara de aire
Jack (of car)	Cric	Krik	Wagenheber	Cricco	Crique
Lamp, head	Phare	Schijnwerper	Scheinwerfer	Faro	Faro
Lamp, side	Lanterne	Zijlamp	Seitenlampe	Laterale	F - lateral
Lamp, tail	Lanterne arrière	Stoplicht	Schlusslicht	Fanalino posteriore	F - de cola
Nut	Ecrou	Moer	Mutter	Dado	Tuerca
Oil	Huile	Olie	Oel	Oio	Aceite
Out of order	Dérégulé	Buiten werkir	Arbeitet nicht	Fuori servizio	Descompuesto
Petrol	Essence	Benzine	Benzin	Benzina	Gasolina
Plug, sparking	Bougie	Bougie	Zundkerze	Candela	Bujia
Pressure gauge	Manomètre de pression	Manometer	Manometer	Manometro	Manometro
Propeller shaft	Arbre de transmission	Aandrijf as	Antriebswelle	Propulsore	Eje de helice
Puncture	Crevaion de pneu	Pech	Panne	Scoppio di pneumatico	Pinchadura
Radiator	Radiateur	Radiator	Kühler	Radiatore	Radiador
Recharge, to	Recharger	Opladen	Aufladen	Recaricare	Cargar nuevamente
Reverse	Marche arrière	Achteruit	Rückwärtsgang	Retro-marcia	Marcha atras
Shock absorber	Amortisseur	Schokbreker	Stossdämpfer	Amortatore	Amortiguador
Starter, self-	Démarrreur	Starter	Anlasser	Starter	Arranque
Steering	Direction	Besturing	Steuerung	Direzione	Dirección
Tappet	Culbuteur	Wanden	Stossel	Punteria	Aleta
Tyre, to fit	Monter le pneu	Banden oppompen	Reifen aufziehen	Montare i pneumatici	Colocar un neumático
Wheel	Roue	Wiel	Rad	Ruota	Rueda
Windscreen	Pare-brise	Voortruit	Windschutzscheibe	Cristallo parabrise	Parabrisas

Gas Bottle Filling

It is not always possible to go to a shop or garage and exchange our type of gas bottles but with a little adaptation you should be able to fill your bottles from any type of local one. If you are unable to exchange your bottle then buy a full one of any type available, then check the outlet - if it is totally different also buy a regulator for that type of bottle. If this is the sort with a diaphragm in it, remove it so you have a clear outlet. Remove the pipe from your cooked unit, then attach the cooked end of pipe to the adaptor. Place the new bottle higher than the empty one with its tap at the bottom - open empty bottle tap and then full bottle tap. Gas and fluid can be heard transferring.

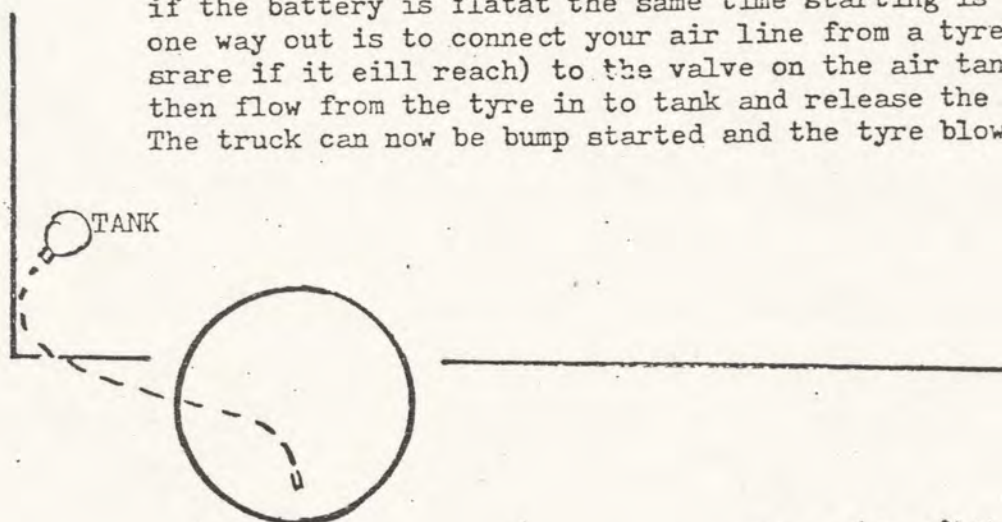


When the noise has stopped (20-30 min usually) close both taps and remove pipe from old bottle, then with the bottle still in an upright position, open tap and air will come out. Keep open until this slows a little but do not let all out. Reconnect and repeat until old bottle is full. (When white liquid comes out instead of air) or new bottle is empty.

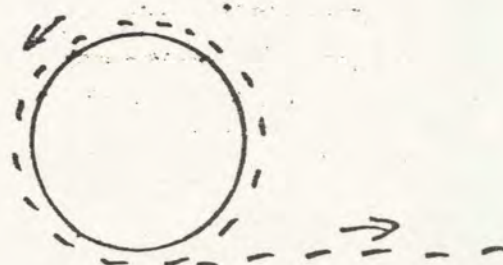
It is possible, say in Kano, to buy a 125lb bottle and fill all E.O.'s bottles on a two truck trip. Always resell empties back to shop of purchase, and keep adapter for future trips.

M TYPE BRAKES

M TYPE brakes lock on if pressure drops below a set level if the battery is flat at the same time starting is a problem one way out is to connect your air line from a tyre (the rare if it will reach) to the valve on the air tank. Air will then flow from the tyre in to tank and release the brakes. The truck can now be bump started and the tyre blown up.



IF the truck is in mud or soft sand jack up a back wheel coil a rope round and get the group to pull. 3rd gear is best with the clutch engaged before pulling starts make sure other wheels are blocked.



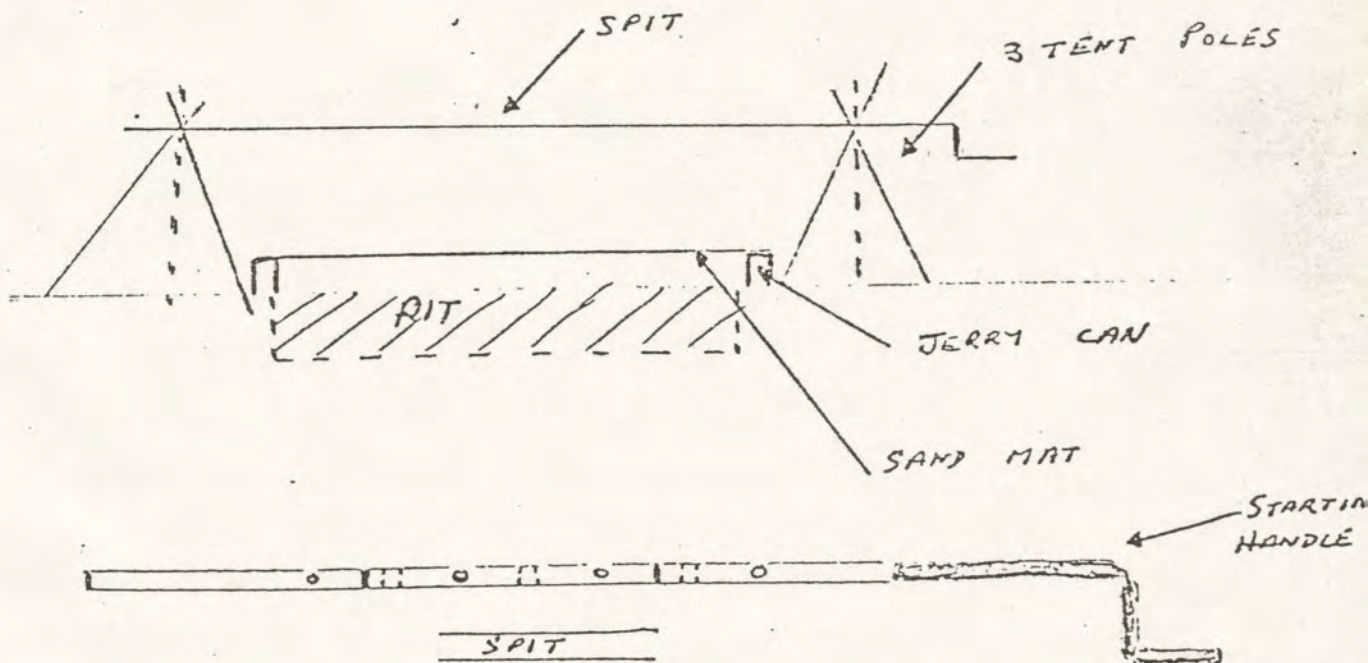
BARBEQUES

I have found that once or twice on a trip it should be possible to have a large barbeque. If possible buy I sheep but goats will do. If you are unable to kill and clean them yourselves the local's who you buy them off should do it for a little extra. I suggest you keep one whole and joint the other in about 6 or 8 pieces. If bought in the late afternoon they can be carried in bowls or polythene until you camp. For a barbeque you should camp well away from anywhere to give the right atmosphere.

The Fire

First a pit should be dug of 2 or 3 feet shorter than your sand mats and about five feet wide and $2\frac{1}{2}$ feet deep. This should then be piled full of wood and then burnt down to charcoal until the pit is full. A sand mat can then be laid across the pit and support at each end to raise it a little (2 jerry cans on there sides are about right). Vegetable and the jointed meat can now be cooked on this. (this set up can be used for general camp-fire cooking if this is preferred or gas is low - a smaller pit can then be used)

A spit can be constructed from tent poles as in diagram. If a few bottles of wine are bought in advance and everyone gets into the spirit of the thing a great night can be had.



A spit can be made before hand from tube or old tent. Poles wedged together and a starting handle bolted on the end. A series of holes in the tubes allows tent pegs to go through the meat and tube so it turns easily. Also works well with chicken.

ENCLOSURE

M E D I C A L K I T

FLAGYL (Metronidazole) 400 mg tabs.

A special antibiotic.

Not to be used for ordinary infections.

Use: (a) for prolonged, severe (20 times in one night), bloody diarrhoea.
(see treatment of diarrhoea)
(b) for trichomonal vaginal infections (see PENOTRANE)

NYSTATIN (NYSTAN cream and suppositories, pessaries)

Anti-yeast

Use: The treatment of thrush.

Symptoms: Itchy sore entrance to vagina covered with white patches of what looks like curd cheese. If white patches are peeled off, leaves red raw area. Common in women on the pill and/or if take anti-biotics (which kill normal bacteria which usually keep yeast in check).

Dose: 2 suppositories high in vagina at night. Cream applied to areas you can see around entrance to vagina twice daily. For 1 week.

CODEINE PHOSPHATE 30 mg tabs.

Slows the gut down

Pain killer

Suppresses cough

Uses: Stomach cramps

Diarrhoea (quite good for colicky abdominal pains as well as for the diarrhoea itself)

Cough (if severe and preventing sleep)

Dose: 1 tab 4 times daily.

NIVAQUIN (Chloroquin)

Antimalarial

Use: (a) to prevent malaria Dose: 2 tabs weekly (Asia) starting 1 week before entering malarial zone and continuing for 4 weeks after leaving zone.

(b) in treatment of malaria

Symptoms: Unwell, feels cold and shivers (1-2 hrs) then hot (3-4 hrs) then sweats profusely (2-4 hrs).

Dose: 4 tabs (800 mg)
then 3 tabs (600 mg) 6 hours later
then 2 tabs (400 mg) 6 hours after that
then 1 tab twice daily for next 2 days.

If no response within 8 hours of starting treatment, then the malaria may be resistant to Nivaquin. (SE Asia and Sth America).

So give QUININE 500 mg 8 hourly for 2 days.

NB: Some types of malaria can kill. Seek expert medical advice if at all possible.

.../2

PHENERGAN (Promethazine)

Antihistamine

Use: Travel sickness

Intractable hiccough

Dose: 1-2 tabs daily in single or divided dose

Side effects: Drowsiness. Should not drive. Potentiated by alcohol.

PENBRITIN (Ampicillin)

Antibiotic

Use: Chest infections (thick green phlegm, fever)

Ear infections

Cystitis (pain in peeing)

Dose: 1 tab (250 mg) 6 hourly for 5 days

Side effects: Diarrhoea (because it also kills the normal bacteria in your gut)
Red blotchy rash (occasionally)

(See also "thrush" Nystatin)

TETRACYCLIN

Antibiotic

Use: Ear and chest infections

Dose: 1 tab 6 hourly for 5 days

FULCIN (Griseofulvin)

Fungicide

Use: Ring worm (tinea) - Symptoms: Red, scaly itchy rash with advancing edge.
Often in groin of males. Can be on scalp.

Athletes foot

(Not active against thrush)

Dose: 1 tab 4x daily for 4-6 weeks.

PIRITON (Chlorpheniramine)

Antihistamine

Use: Hay fever

Any generalised allergic reaction to e.g. shellfish, insect sting

(Symptoms: itching all over, blotchy rash, swelling of hands and/or face and wheezing) Also use AMINOPHYLLINE

Dose: 1-4 tabs daily in divided doses.

Side effects: Drowsiness

ASPIRIN

Pain killer

Also helps reduce fever

Dose: up to 2 tabs 6 x daily

NB: Should always be taken with food or milk or antacid as can upset the stomach

.../3

MIGRALEVE

Use: Migraine - Symptoms: Severe headache, usually one-sided + nausea
+ vomiting + dislike of bright lights.
Headache is usually preceded by seeing flashing lights
+ tingling of part of face or arm.

Dose: 1 tab as soon as possible after onset of attack. Followed by 1 tab 1 hour later if necessary.

NB: Do not take more than 6 tabs in one week as they can cause the blood vessels in your limbs to constrict so much that you can get gangrene.

PARACETAMOL

Pain killer

Also helps reduce fever

Dose: As per Aspirin. Can be taken without food. Less likely to cause indigestion or stomach bleeding than aspirin.

Suppositories and Pessaries

AMINOPHYLLINE

Dilates the airways

Use: Asthma (severe wheezing)
Generalised allergic reactions (see Piriton)

Dose: 1 suppository. Can be repeated in 6 hours if necessary.

FORTRAL (Pentazocine)

Use: Severe pain relief

Dose: 1 suppository 4 hourly

Side effects: Sometimes causes hallucinations.

PENOTRANE (Hydrargaphen)

Use: Trichomonal vaginal infections Symptoms: green, frothy vaginal discharge.

Dose: 1 suppository twice daily for 3 weeks.

NB: It is more effective to treat with FLAGYL (Metranidazole) - sexual partner should be treated also - 1 tab (400 mg) twice daily for 5 days.

Injections

FORTRAL (Pentazocine)

Use: Severe pain relief

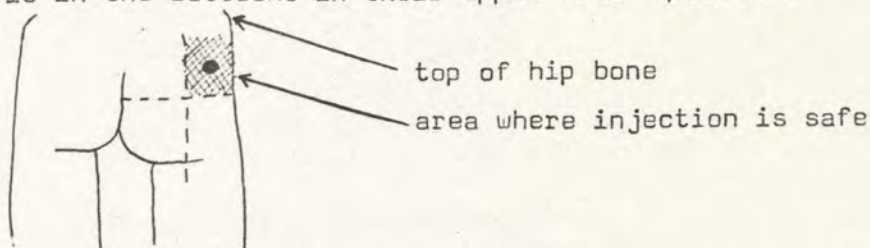
Dose: 1-2 ampoules either intra-venous or intra-muscular - 4 hourly

(See over on How to give intra-muscular injection)

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How to give an intra-muscular injection

Safest place is in the buttocks in their upper outer quadrant.



Failing that, inject into the outer side of the upper thigh or the fleshy bit in the outer side of the upper arm. Just hold the needle at right angles to the skin and plunge it in as far as it will go. Withdraw the plunger a little. If you've hit a blood vessel, blood will flow into the syringe. If so, withdraw the needle a little and try again. If you are clear of a vessel, press the plunger slowly until the syringe is empty, then remove the needle with a quick movement. Rub the area afterwards to help spread the injected fluid. (It is better but NOT essential to clean the skin with antiseptic before injecting).

How to give an intra-venous injection

After sucking up the injection fluid into the syringe, hold the syringe upside down and press the plunger until all the air has been expelled and only fluid remains.

The best place to find good veins is in the crook of the elbow.

Put something tight around the upper arm (or squeeze it) until the veins start to show up. Take your time. Choose a vein you can feel as well as see.

Point the needle along the line of the vein at an angle of about 35° from the skin. You often don't have to go very deep. Sometimes you can "feel" when you are in the vein (there is a sudden "give"). When you think you are in, withdraw the plunger a little. If you are in, blood will flow back into the syringe. Remove the tourniquet around the upper arm and start to inject. If the area near the vein swells or becomes painful, you are probably out of the vein. Remove the needle and press on the area with your thumb for 2 mins to stop the blood leaking out of the hole in the vein which you have just made.

XYLOCAINE

Local anaesthetic

To anaesthetise skin, push needle into skin at an angle of about 35° to a depth of about $\frac{1}{4}$ ". Withdraw plunger a little. If no blood enters syringe, inject about 3 ml. of Xylocaine just under the skin. This should raise a small "blob" under the skin. (NB: It stings like hell for about 5 secs when first injected) Without actually taking the needle out of the skin, you can move the needle in a different direction and put in some more local anaesthetic. It takes about 1 min. to act and lasts about 10-15 mins.

The treatment of diarrhoea.

Do NOT take antibiotics. Apart from not doing any good, they can actually make things worse.

(a) If the diarrhoea is mild and there is no blood or excess mucous in the stool:

1st day - eat normally (except spicy food), drink plenty

2nd day - just take liquids and curd

3rd day - start taking Lomotil or Codeine Phosphate

(b) If the diarrhoea is severe, if there is blood or mucous in the stool and if you are getting bouts of severe abdominal pain:

Drink masses (you can very easily get dehydrated)

To replace the salts you are losing, put 1 teaspoon salt and 1 tablespoon sugar in 1 pint water. Flavour with fruit juice or a mashed banana (to replace the potassium).

Take Lomotil and/or Codeine Phosphate.

If these do not work after 2 days, you may have Amoebic dysentery or Giardia. Both are cured by FLAGYL (Metronidazole) 400 mg three times daily for 5 days.

If possible, send a specimen of stool for examination before taking FLAGYL. The specimen should be less than 1 hour old as the amoebae soon disintegrate after this time.

The treatment of earache

Often occurs in association with a cold and/or chest infection.

For pain - Aspirin or Paracetamol

If severe pain - Tetracyclin (see previously)

If the pain builds up to a pitch and then stops but is then associated with discharge from the ear, then what has probably happened is that the swelling, inflammation and discharge in your middle ear has built up such a pressure that it has caused your ear drum to perforate (so releasing the pressure and thus diminishing the pain).

Treat with Tetracyclin.

Do NOT put anything into the ear (not even Otosporin ear drops) or go swimming.

The hole in the drum should heal over in 6 weeks and your hearing then improve.