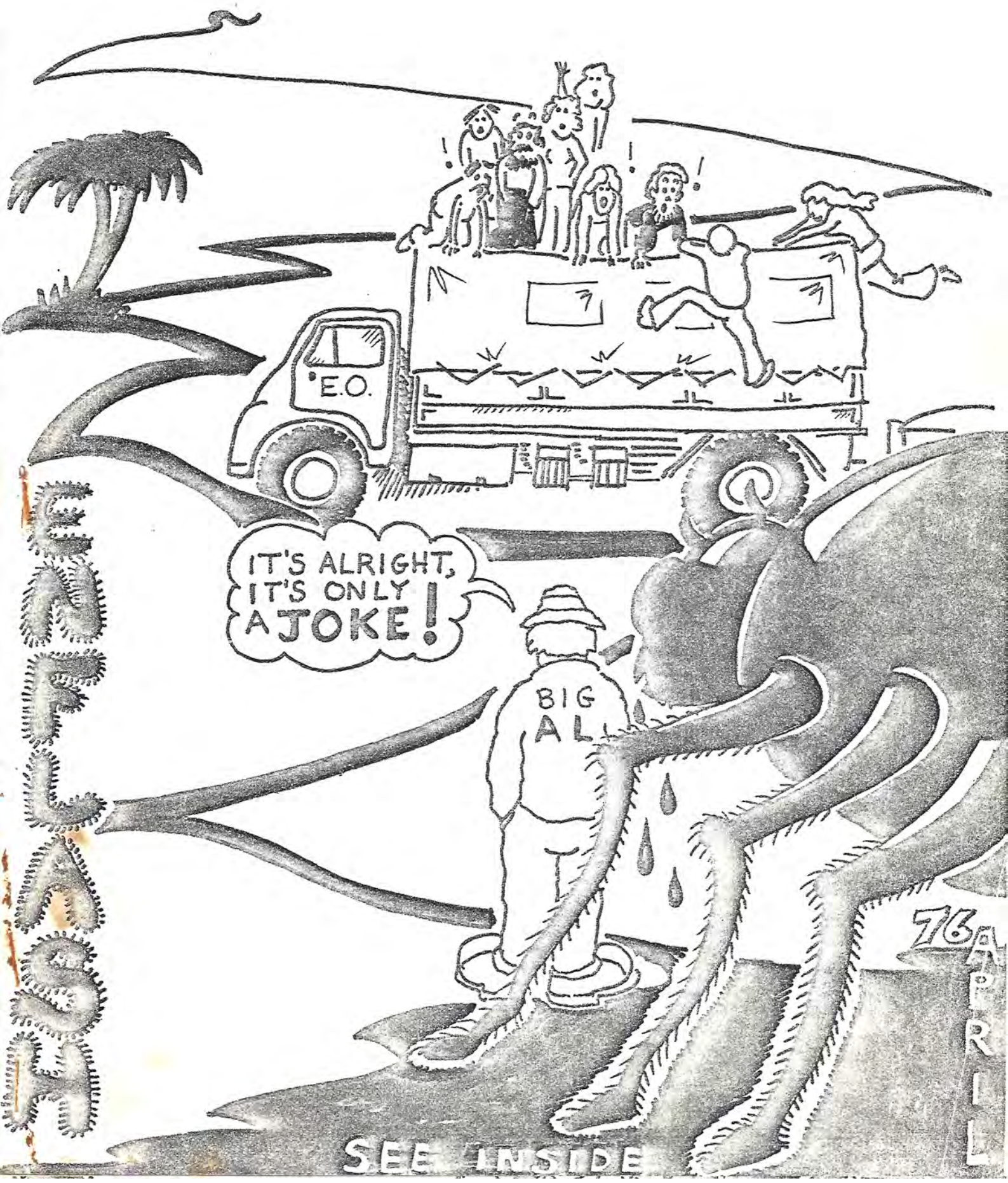


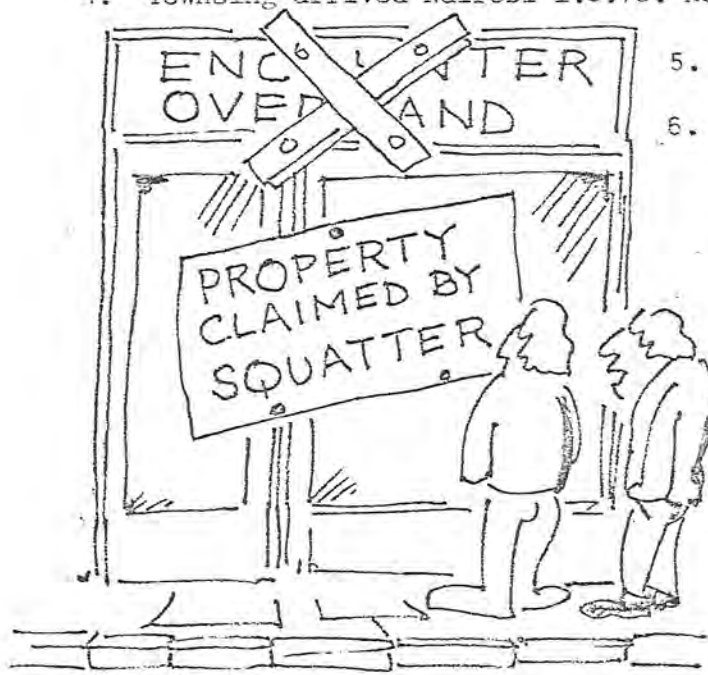
THE GREAT CAMEL SPIDER INCIDENT

Read Allan's story, page 4



PERTINENT STOP PRESS

1. London (1.5.76) Derek Biddle arrived at Victoria Station from Kathmandu. No doubt he's glad to back on home territory after a landslide/snowdrift/freezing/grumpy group ... trip. Welcome back Derek and John to the WP Holiday camp.
2. T-shirt Policy : Each driver may be issued with one T-shirt at the beginning of each trip on request. ALJ
3. Phil Sheard cabled from Tarragona, Spain: obtained Moroccan visa 1900 hrs last night making full steam for Algeciras. ETA Fes 7.4.76. (1.5.76)
4. Townsing arrived Nairobi 1.5.76. Heads for coast 6.5.76. All AOK.



"I SEE WATKINSON'S BACK"

5. Sheldon arrived Kano 29.4.76.
6. Phone call from Gascoigne Tam. 3.5.76 requests front hub parts. Parts arrive Alger 5.5.76 for his collection.



IT'S THE SAME AT EVERY CUSTOMS POST,
GREASE THEIR PALMS, GREASE THEIR PALMS ...

A F R I C A

Northbound, 27 January

Leaders : Malcolm Gascoigne
Richard Sasse
Tony Barnes

EDA Tamanrassett, 28 April

Vehicles: DHV 541W, NAH 814F

We received a large opened envelope post-marked 21.4.76 from Zinder, Niger, with the only enclosure being a street map of Yaounde ...
Was the number 4 En Route Report really subversive ...

Northbound, 24 February

Leader : John Scully

EDA Kano, 20 May

Vehicle : GLP 203J

From Nakuru 13.4.76 John files this report : Left Dar and went to Kili, 14 out of 18 climbed Kili. Into Ngorongoro Crater (boiling) stayed the night and drove to Serengeti next day, saw so many lions it was unreal, also saw leopard and cheetah. Onto Cave Serengeti, blew air-hose behind radiator, took 2½ hours to fix, had to pay 400/- (24 hrs) for being late, game scout produced a sub-machine gun just to ensure payment !! Air hose blew again as I only had the heater hoses to use so ended up spending two nights in Masi Mara, saw excellent game there, 40 odd hippos, managed a flight in the hot air balloon based at Keerok Lodge - the pilot is an old school buddy! Steamed into Nairobi, all in all a great game viewing trip. Arrived Nairobi 25 March and stayed at Hedges in Langata. Passengers are really happy. JS
John was quite ill in Nairobi with fevers, runs, vomiting for days, with loss of appetite.

Northbound, 23 March

Leaders : Piero Terranera
Gus Fraser
Colin Livesey

EDA Bangui, 28 May

Vehicles: SDD 513G, GLP 200J

We've heard from Piero by telex and phone regarding Sudanese visa problems. We're having the all important documents flown from Nairobi in the hope that we can work some minor miracle.
Quote from ALJ : tell 'em we can't tie our shoe laces because our fingers are crossed ...

NB : RICHARD SASSE has had to leave the January northbound in Tam to return to the UK (30.1.76) en route to Australia. There is worrying news about his mother's health, and Richard feels the need to be close at hand. We all hope all will be well, and wish him a sad good-bye. ALJ

Southbound, 21 February

Leader : Allan Townsing

EDA Nairobi, 8 May

Vehicle : NMJ 259M

Telex received from Al, Bangui 13.4.76 re parts required :
"Hypoid gear, hypoid pinion, gear thrust screw, 4 cover gaskets
8-12.15 tho' shims correct thickness gaskets each shim. Measure no
micrometer. Advise flight will meet; problems re Sudan border
closing 15th surroundable. "

With help from Rob, our trusty forwarding agents and perseverance
with getting the first flight out to Bangui, we received this telex
from Allan on 16.4.76 (i.e. 3 days later) :
"Parts received, fitted, leaving now. Myself and EMs very impressed." AL
SO ARE WE WITH YOU AL. ALJ

Southbound, 27 March

Leader : Bob Sheldon

EDA Bangui, 7 May

Vehicle : NRB 956J

From Bob's report, Tam. 27.4.76 received (what date written?):
Very warm and pleasant in Spain but the weather very cold and
overcast in Algeria with much rain all the way from Oran to Insalah.
Spent a wet & freezing night on Tadjamait Plateau - never knew it
could get so cold in April. Much police activity throughout.
Road from In Salah is as bad as ever - approx. 100 ks now tar, but the
same old corrugations once leaving tar.
No problems with fuel in Algeria although a couple of travellers in
Alicante said diesel was in very short supply. (Shouldn't have bought
fuel in Spain, but didn't want to risk not getting it in Algeria.)
The bore at In Salah has been concreted over - nowhere to wash now.

Algerian army are now doing much work through Arak Gorge. Very heavy
machinery at work. They insist you wait whilst road works continue.
We were held up for 4 hours whilst bulldozer cleared rubble from new
roadway. Chief engineer says tar will be complete from In Salah to
Tam by October 77 !! RS

Southbound, 24 April

Leader : Phil Sheard

EDA Tamanrasset, 20 May

Vehicle : 226 BGF

You will see from Rob's notes that Phil had a very well organised
and punctual departure - Celia and I noticed his reputed efficiency
round the office with the way he prepared all departure files, notes,
maps etc ... how would you like on office job Phil!?!

Phil will be attempting to cross the Morocco/Algeria border, the two
reasons being (1) we have had filter through to London some reasonably
encouraging information regarding this border crossing, some of it being
from Malcolm Gascoigne in Tamanrasset ; (2) his Spain/Algeria ferry
does not sail until 12.5.76. AOH

Allan Townsing, Kano. 1.4.76

Hassled by gendarmerie when about to leave Tam. Wanted a certificate of permission to carry passengers through Algeria, issued by Minister of Tourism. They took my passport and made it sound pretty bleak, so I went to tourist info office and then Chief of Police, both of whom said there was such a document required. Still seemed a bit trumped up, so with the more than capable interpreting of Thomas (Swiss) and a bottle of 100 dinar scotch whisky I managed to retrieve my passport, with this last word: "we'll let you go this time but if ever you or any of your trucks come again without permission, the trucks will be impounded and drivers thrown in jail - now get out !?" All sounds a bit gross, but after talking to guy who runs 3 weekers out of Tam it happens quite often. He has been applying to Algiers for this said permission for about 1 year but to no avail.

Has any one of the drivers struck this before ? It would be nice to be pre-warned that this might happen, and then I could manage to get round losing my whisky.

Tam to In Geuzzam road OK, sand bit loose, quite a few marmers missing. In Guezzam check now in town next to fuel station NOT out near well. No problems, past at about 5.30. Headed for Assamaka, getting dark, nearly lost, sand damn loose - stuck a few times.

A couple of camel spiders about so I told the group a bit of a story and had them sleeping in some odd place: 2 on the trailer, 2 on top of the tables, and 8 in the back of the truck, the rest spent a messy hour putting grease on their bed lers so that the spiders couldn't climb up. I added credence to the story by sleeping in the cabl - bit uncomfortable but well worth the giggle.

Today being April 1st I'm dreading how they're going to pay me back. AL

JOHN SCULLY, NAIROBI. 13.4.76

My Sudanese road permit expired on 31 March but I managed to get it extended to 15 April with Chris More's help, hence the delay in getting the visas. Fench visas were easy, - 1½ days, then the next problem was the Nigerians which took four days, once you get to see the visa officer things are easy. The important thing is to insist on seeing him the day you hand in your passports, then you can get your visas the following (a blank left here, presume it's 'day'). The office girl is the most difficult to get past. I got 10 day visas with no problem.

CABLE FROM JOHN, JUBA. 22.4.76

Arrived Monday, departing Tuesday 20th. Roads bad via Lodwar. All's well, ETA Bangui 30th. JS

CABLE TO JOHN, BANGUI. 30.4.76

Algerian visa being obtained by Gascoigne 24 hours for all Algerian visas in Yaounde plus pleasant trip. Suggest you consider. ALI

Sasse, Kano. 18.4.76. Report No. 5

Left Bangui through to Boali on to Bouar and Garoua-Boula. No problems at border, on to Yaounde, no trouble there camping at American mission. Got Algerian and Nigerian visas within 2½ working days including Algerian visa for German without any problems.

Admin: Make sure the new carnets are stamped valid for EVERY country we travel through. DHV's new one wasn't stamped or didn't have Nigeria's name on it (try explaining that to a stropny customs official).

Equipment Not Too Smart : you've got to be foking about taking photos of tents, if any prospective buver saw our lot they'd run 100 miles ... RS

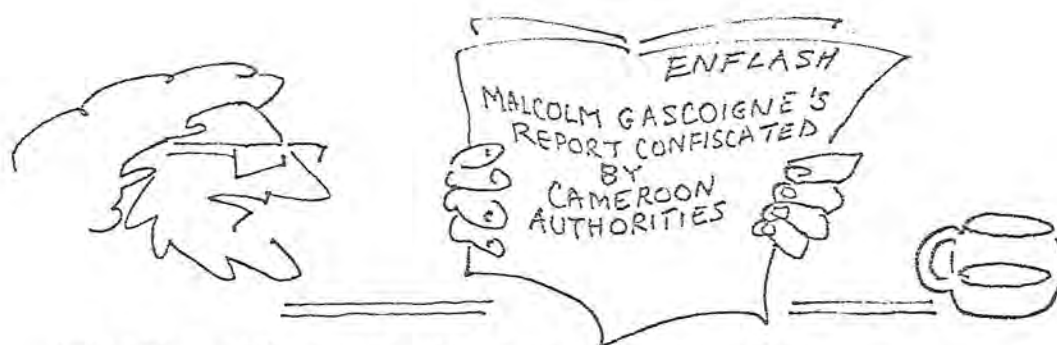
CHRIS MORE, Box 44801, Nairobi. 23.4.76

Hope all's well with EO. I've just landed a year's contract in Juba and will be teaching locals to drive and maintain trucks, should be a good laugh. Dave Pinkerton is also going. Piero arrived a couple of days ago and seems to have quite a good crew. Dave and I spent last weekend servicing for Joquinda Ling in the EA Rally, it was good fun driving all over the place, iust to fill up cars with petrol, change tyres, clean windscreens and seer them drive off all in two minutes. One time we drove from Kitale to Elduma Ravine, reaching the ravine at midnight, only to have the cars drive straight past. We then packed up everything and drove to Thomson Falls for 6 the next morning. And then what happens, they drive straight past again!

Well the cars came 1st, 2nd, 3rd and 6th, so it wasn't all in vain.

We should have a good mobile workshop in Juba in a month, so tell the lads to look us up, if they need anything : Juba Hotel or Interfreight Office.

Cheers, Chris.



"THAT'S A GOOD WHEEZE, SAVES WRITING ONE ANYWAY ..."

S O U T H A M E R I C A

Buenos Aires - Barranquilla, 17 March

Leader : Bryan Wallace

EDA Lima, 19 June

Vehicle: Y39839

Bryan's report from Asuncion 13.4.76: Departure from BA went well and we camped early - about 100 kms from the town centre. From then on our troubles began - recurrences of mechanical problems that had us pushing the truck many mornings. We would fix a problem only to have something else stop us next morning. We travelled to Bariloche via San Martin de Los Andes. The area is really beautiful and as most people come over here knowing of and wanting to see it, then we should include it. We had hoped to cross into Chile but the border was closed until 'manana' two days in a row so we headed north towards Mendoza. Mechanical and police delays continued and as advised would not be able to re-enter Argentina headed for Asuncion.

At Parana held up with mechanical problems and mud in campsite - four wheel drive would have been very useful. However since then mechanical problems have diminished. We left Argentina at last, looking forward to Paraguay.

However our troubles had just begun. First the Australian girl and South African guy without visas were refused entry into Brazil even for 24 hours. Last time no problems. They recrossed the river and took a boat across direct to Paraguay at Puerto Franco and the rest of us crossed via the Puente International to collect them from there.

Overnight and all day heavy rain made the road virtually impassable but we made it to the town to find that the point of disembarkation was another 5 kms on. I took a four wheel drive taxi that broke down and while we were fixing the truck were told the other two were in the main town. On the way back the taxi was stopped by military and we were dragged from the vehicle and beaten about the head and hit with rifle butts. Not serious, but later I was "asked" for 1000 Guaranis (approx.£5 - corrections to that guesstimate will be well received!). Back to the truck to find our two running EMs- and that all at the truck had been questioned but no violence. Decided to stay right in truck in town as roads dangerous at night.

At 6 a.m. the 3 soldiers who "asked" for the money arrived and searched the truck. Again very rough and we were then frog-marched with rifle butts in back to keep us moving to the headquarters where at first they wanted to pile us into an unlit, unventilated room hardly big enough for two. Successfully, I refused. After awhile, the chief came and told me to bring the truck. Although the mud had dried somewhat we had fun getting it there. Eventually the chief arrived to look at the truck and we were allowed to go.

I think we were all shaken pretty badly by this. During the night while the soldiers were patrolling, shots and screams were often heard. When they began to herd us into the room I began to seriously fear for our safety. Until then it did seem the problem was the fear and ignorance of the soldiers who were certainly not out of their teens. As a group we are all a little closer for this experience.

Wallace Report (cont'd)

Our problems with police and military can often be blamed on the appearance of the truck - it certainly cannot be missed. When discussions on vehicle changes take place, consideration should be given to producing a less conspicuous vehicle.

Today I saw two Bedford TKs - since I have been in S. America I've seen two GMC trucks - the same as this I must admit, though still very few of any model.

Information I have picked up suggests that the new vehicle will not be immune to problems finding spares as the British Dodge is supposed to be very different from the American. RW

Barranquilla - Buenos Aires, 27 March

Leaders: Johnno Wells
Ken Roulston

EDA Lima, 8 June

Vehicle: RHS 301M

Barranquilla-Bogota-Pasto Inales-Ecuador crossing-Quito..
Took group by bus to Cartagena then truck from Cartagena, good run to Bogota, horseriding etc at San Augustine, wet roads through to Popayan. Spent $\frac{2}{3}$ day at Popayan for Palm Sunday Processions and very slow rough road to Pasto. At border I left group and caught bus to Quito to get to embassy before holidays (Thurs, Frid, Sat). Truck arrived Quito after ceremonial speeches etc at Equator on Thursday 15th midday.

Ken Roulston's quote regarding report done by a member of the group :
Allow Johnno to take control now and then while I sleep in the navigator seat.

Is he good enough to continue driving?: Average!

Johnno's suggestions and recommendations : In predeparture information on ex-Barranquilla trips, advise EMs to ask for 1 month minimum entering Colombia (some of ours only had 2 weeks, also that trip will go to Cartagena so side trips before departure should be in opposite direction.

Bryan Wallace, Safety Comments to other expeditions : Advise all trips in South America to avoid if possible camping in country when close to towns. Ask for permission anywhere - gas stations are good. This does not mean you are guaranteed not to be molested but perhaps does prevent initial confrontation being somewhat dramatic. At the moment this does seem to apply to Argentina and Paraguay.

From Ann Meagher, La Paz. 20.4.76

Hola London !

Como estas ? Bien I hope. I'm just about to join the locals in a little siesta but thought I'd scribble off a quick note. I haven't quite gotten used to the idea that this isn't just an extended weekend and that I won't be rolling down the ole Brompton Road soon. I keep wondering what time it is back there (I just checked - you are 4 hours ahead) and what kind of crazy hectic things are happening. Celia, you have my heartfelt condolences !

No sign of Bryan or group yet. Checked the embassy upon arrival yesterday but it was closed for siesta. Went back at 3.30 p.m. opening time but they were still closed so surmised they were taking the English holiday, nice of them to put up a sign saying as much - even the Nepalese do that ! Oh well, the 10n taxi ride didn't break me. Went back this morning and the girl in charge hadn't seen them yet. She asked if they were Australian. Didn't remember Bryan but thought she remembered a tallish chap with black hair and whiskers named Tony who came through with a group about 5 months ago. That our Aussie Tony - I nodded - what a chuckle ! Saw that Bryan's mail was still there waiting for him so attached a note to our (to Bryan & Ann from London) telex. He is in for a double-barrelled surprise !

La Paz was quite a pleasant shock. It hit me just the way you described Tony. Rolling in from the airport it seemed fairly flat with buildings scattered here and there. Then all of a sudden you start dropping down into the valley and La Paz beckons. Illimani is quite spectacular in itself. Haven't decided if it's spring or fall but the weather couldn't be more pleasant. It's in the 60's and 70's and a relief from the 90's of New York City. Blue, blue skies without a trace of cloud. Perfect for exploring and I have done an initial reconnaissance. It's just like out of the movies with the Indian women in their bowler hats and layers of shawls peddling goods at little roadside stands. I've met a Yank from San Fran who is here to make an educational film on the markets. It's almost time for him to leave and he hasn't succeeded in getting his equipment out of customs yet. He needs a little of you know who's fearless, forthright bluster !

If ever someone asks about waiting until you get here to buy supplies be adamant about not waiting. Just paid \$40 for 6 rolls of film without processing. Yeah, I know, I can't believe it either. Nothing was open in Fat City New York over Easter. Just paid \$19 for good sunglasses. Can't wait to see what a cheap watch sells for ! The only pleasant financial shock was not being charged for changing \$ cash into \$ travellers cheques - something else I didn't have time for at Heathrow or not open in NYC. I'm almost ready to set off with Bryan but must go back to the markets for a good blanket.

Guess I'll hit the hay for awhile before getting back into the street scene again - it's incredibly clean. I've almost caught up on my sleep and the altitude shock is beginning to wear off.

Adios & Love, Ann.

From Merle Friedenbergl, San Francisco. 9.4.76

Dear London Troops,

And Voila! That's 7 bookings in the last 7 working days - ain't bad I reckon, if I do say so myself! Yessiree, the EO word is getting spread throughout the ol' U.S. of A. I've really learned to "tune in" to people when I'm speaking with them (or even writing replies) so I have a lovely confident feeling that I'm saying just exactly what they want to be hearing! (All true stuff of course, but good timing - saying right thing at right moment etc.) I know that when they say they'll get back to me with their bookings, that most of them really WILL - and here's some of the proof of the puddin'. The other person I asked you to tentatively book, isn't quite certain now, as he's thinking about going on his own. But the nice part is that instead of just leaving me hanging he contacted me (from Hawaii, no less) to tell me how he's feeling and sort of wanting me to try to give him more good reasons for going with EO. I can't get over the beautiful effect that really levelling openly and honestly with people has - they reciprocate and real communication takes place. It's not that I used to be a liar and just recently turned honest or anything, but I've been struck by this thought an awful lot here lately MF



"THIS IS JUST THE DAILY SERVICE, WAIT TILL WE BREAK DOWN"

A S I A

Kathmandu-London, 17 February

Leaders : Derek Riddle
John Bowen

EDA London, 4 May

Vehicle : SVC 339H

The south coast of Turkey greeted us with heavy rain until Side (Aspendos) where apart from very high winds we enjoyed clear skies and a good group meal out at a restaurant. That night produced a very bad thunder storm which nearly took the tents with it. So more rain until Pamukkale where the sun shone hot and bright all day and Derek (Your Friendly Driver - hereafter referred to as YFD!) slept in a Roman tomb - no ghosts, just bats !

Kathmandu-London, 9 March

Leader : Martin Crabb

EDA Kaiseri, 8 May

Vehicle : 224 BGF

Martin has been having much trouble with 224 - his report is full of things which have gone wrong. His answer to "Driver/Leader how do you feel" he says "Fine, honing my courtship with 224 will improve. It's always the same, the good looking girls can get away with anything - contrast RXP 597". Everything amiss from pumps, diffs to the cab breaking up. Good luck with making it back to London Martin ...

Kathmandu-London, 6 April

Leaders : Keith Miller
Bob Arnold

EDA Shiraz, 10 May

Vehicle : RXP 597

All OK via normal route : Pokhara, Benares, Kajaraho, Agra (full moon to see Taj Mahal), Delhi. Lauries Hotel in Agra is now 6 Rps per head including shower, loo etc - a little more bargaining required on trips ahead ! The weather has been very dusty, very dry and hot - I have never seen India so dry. (He's got 19 girls on his trip!)

London-Kathmandu, 27 April

Leader : Tony Alston

EDA Istanbul, 8 May

Vehicle : RXP 586

Tony left right on time from outside the shon - all his EMS were assembled by 7.30 a.m. for their 8 o'clock departure. He has a good mixture of types and equally balanced as far as the sexes are concerned. It should be a good trip ...

April Fool's Express : Telex dated 26.4.76 informs us that the 3-weeker has arrived, but trip was all too short. Ray, Ian and Ted had a good little group and are now preparing for their respective westbounds; i.e. Ray and Ted leaving 4.5.76 and Ian leaving Kathmandu 11.5.76.

Martin Crabb's unusual campsite in Jammu : car and lambretta showroom.

Amusing spectacle for passers-by - particularly with their much needed mosquito nets in use.

SOME OF MARTIN'S MINOR MISHAPS

Reached Amritsar 31.3.76, next day Lahore about 3 p.m. In Lahore I immediately went to Rana Motors in the Mall to try and get 7th leaf of rear spring which had broken. (Metal fatigue I think as no big bumps hit and half split rusty, indicating split there for some time.) No leaves available - got one specially cut. Cost £16.30 for leaf and £1.20 for the clamps. Took 3 hours to find leaf. Next morning I was back at Rana Motors to get spring fitted. I had to get help as vice on trailer is not large enough to compress the spring. Spent entire morning trying to get spring off. The bush which had been fitted with the use of schims had got caught in the spring hanger. I had to hack-saw through the bush with spring still in position. Difficult. Eventually got it off and new one fitted. Time lost three-quarters of a day, dated 2.4.76.

Alas our problems were not over. Far from it, they were getting worse. At Jhelum the missing white smoke and air appeared again. Pump timing gone, same coupling. Mechanic sought - he found new part, one I noticed in Jammu was damaged. Coupling replaced, left Jhelum but the engine did not seem right to me. Slight missing. Back to Jhelum. Timing Ok, fault on new injector pump. I was told there was a CAV agent in Rawalpindi, so off we headed.

Fate was still against us. We suddenly came to an unexpected and noisy halt some 3 miles from Jhelum. I was now in the enviable position of being stuck with two stuffed injector pumps. EMs played cricket whilst Alex and I removed the pump. Took a bus to Rawalpindi accompanied by my two beloved pumps. Thus bus ride was interesting since we paused for a few moments to have a punch up with a truck driver with whom we had been having a motoring duel.

Reached Rawalpindi 8.30 p.m. on 3.4.76 and found CAV place - it is at SHAH's Diesel Service, 4121 Taimur Road, Daryaabad, Rawalpindi.Cantt. It was shut, so I and my pumps treated ourselves to a curry.

Took pumps to Shah's next morning - they are official CAV agents and informed me they can repair CAV in-line and rotary pumps, as well as service injectors, etc. Both pumps were damaged, the new pump was not delivering the correct quantity of diesel. The coupling was also damaged - got a new coupling and the new pump fixed. Left Rawalpindi 2 p.m. on 4.4.76 with new pump and CAV mechanic who wanted to check the other half of the timing before installing pump. Pump fitted, 2 injectors replaced by spares and 2 injector pipes replaced. Injectors possibly shattered on final stop.

AND MARTIN'S PROBLEMS HAVEN'T STOPPED



STORY FROM TONY ALSTON

Late entry - should have printed in March edition - Tony returned from Kathmandu in the middle of February with David Hunter (ex-Intertrek) and suffered a somewhat hysterical and unforeseen predicament in Patna and Delhi airports. The following letter was written with the aid of vast quantities of local alcohol as a form of warning to all the would-be purchasers of communist Chinese literature from Kathmandu. To explain the letter one needs simply say that they were both "arrested" at Patna for the "importation of seditious literature."

THE FAMOUS EPISTLE

Awaiting Indhira Ghandi's Pleasure,
Cell 34 (Adult Correctional Centre, Political Wing)
Patna Jail, Behar State.

Dear All,

Is there anybody there? Help!! It is with deep regret I wish to inform you that this letter cost \$20 to smuggle out of our cell in Patna Jail.

Confucious say (with a list and a fart) "White hondy overlander not carry that slit eye yellow bastard's thoughts onto the holy soil of mother India (specially as dis-am de year o' de Rat, man).

Situation Report (Vol. 1)

On the afternoon of 19 February 1976, Alston and Hunter were strolling at a leisurely pace into the Customs Hall of Patna airport, whereupon they were accosted by a darker brother, who vaguely resembled a lower form of the species Homo Sapiens, or possibly a higher anthropoid. He announced that he was member of the CID, which they took to mean Confused Indian Defective (Special Branch, i.e. Twio).

On being invited to step into a dark and dirty interrogation room, David Hunter had a candle shone in his face and his passport (all three of them) scrutinised by a cross-eyed, Burton-suited Buddha. Alston meanwhile, served tea to the officers, at his own expense, amidst appropriate superlatives in Queens's English, referring to the generic background of all Indians.

Minutes turned to hours, and having had every article of clothing, souvenirs, letters etc examined in extreme detail, luncheon was served in the airport canteen, much to the relief of the somewhat hysterical importers of "illicit, seditious propaganda". Offending thoughts of the inscrutable oriental god were returned and a delightful repast of cold curreid chips was had by all.

The amazing incidents of the latter-day Kim Philby and Groucho Marx lasted 3 hours, 12 cups of tea, 4 packets of cigarettes (2 stolen) and 2 impending suicides, the means of escape were sheer bullshit and undeniable bluff.

Alston's Epistle (cont'd)

By convincing the sun-tanned friends of Mata Hari that we were students of Political Philosophy at Oxford University, collecting research material for a joint thesis, the by-now weary (Oh god very, very weary) representatives of the defunct raj, staggered gasping for sanity onto the awaiting silver bird, followed, by the not so secret secret police.

On arrival in Delhi, Biggles and Dan Dare fled to the YMCA thinking it the only Christian thing to do. Safely hidden in the top storey loo, while quaking in fear and trepidation, they desperately filled in forms to join the Salvation Army.

The moral of this glorious Huston/Zefferelli technicolour sensuround epic is :

" DON'T GIVE CHINESE BOOKS A THOUGHT. "

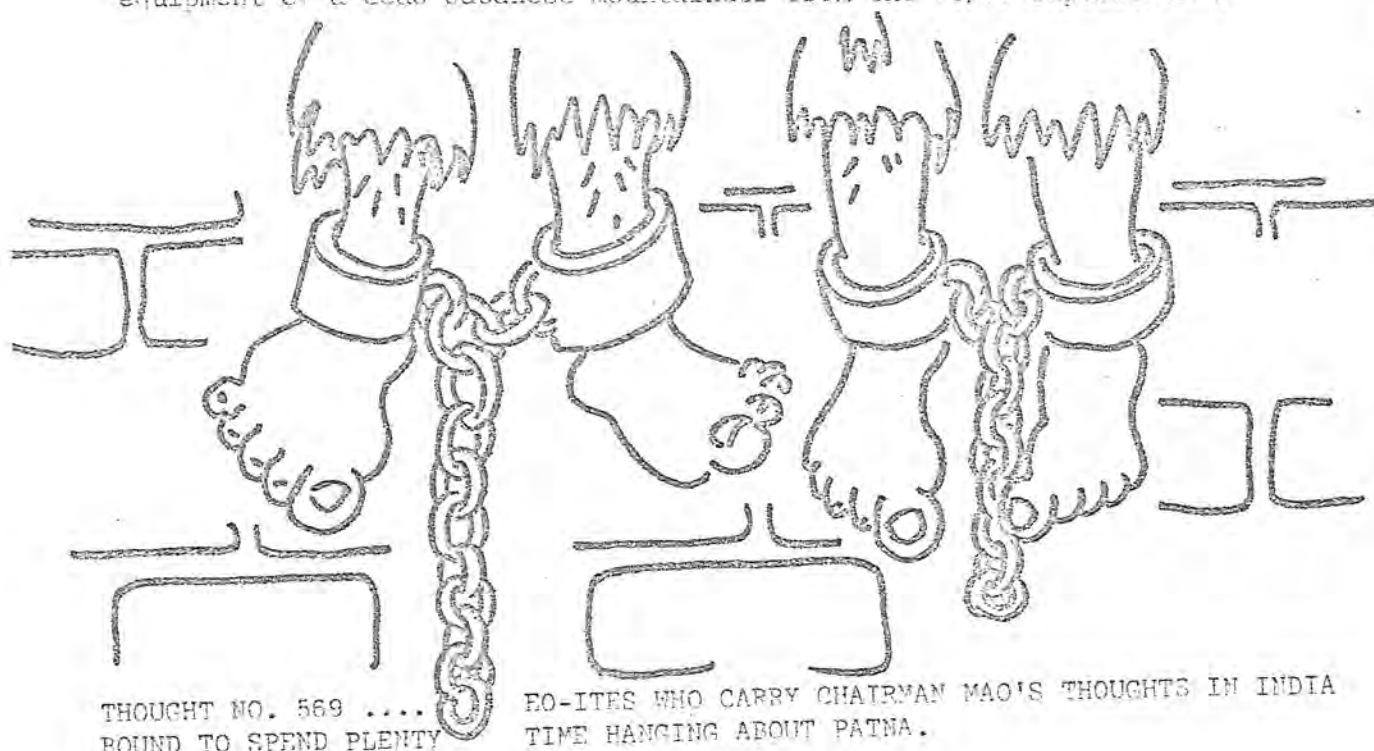
This may well be the last form of communication you will receive from the intrepid travellers, who have yet to overcome the baggage check-in at Delhi airport, where the not so secret secret Confused Indian Defective (Special Twig) has been spotted lurking like a pregnant preying-mantis behind an ashtray.

"It is a far, far greater thing" ... and all that crap, and "there is a corner of Delhi airport that is forever England".

Wishing this epistle God Speed and yourselves health, wealth, booze and screws,

Tony, RIP
(Rotting in Patna).

FOOTNOTE : It is interesting to note that Tony Alston discovered that he was 120 pounds overweight (baggage only) and only managed to get back to England due to the award of a compassionate dispensation for excess baggage from Iraqi Airways, as he "was bringing home the equipment of a dead Japanese mountaineer from the 75/76 Expedition".



THOUGHT NO. 569
BOUND TO SPEND PLENTY

HO-ITES WHO CARRY CHAIRMAN MAO'S THOUGHTS IN INDIA
TIME HANGING ABOUT PATNA.

From Keith Miller's report, Delhi 15.4.76

I have always believed in equality of sexes and nations, if not in physical strength at least in mental ability.

In the week since leaving Kathmandu with my mobile hareem I've been sadly disappointed. A few questions I've been asked should illustrate - my answers where printable have been added.

1. On comparing the climate of India now to that of the Sahara Desert, I was asked : Oh, when do we get there ? The Danish guy replied for me that it would be two months because it was now situated between Yugoslavia and Australia - the Americans put it there to keep the communists back.
2. Which City is the Taj Mahal in ?
Answer : It's a curry house in Birmingham.
3. Comment at dinner table : Oh this chili sauce is hot !
4. Outside temperature 115F degrees. Stopped by cool blue river for a swim. Question : Is it a nice river ?

Question 1. sounds far fetched, but I have a dozen witnesses !
There are 9 weeks to go so god knows what they'll come up with.KM

Biddle, Suggestions and Recommendations (Kayseri 8.4.76)

In view of the conditions affecting this trip I would question the merit of such an early departure, as although a good many people are making the best of things, some are not and I can understand their feelings in many ways as they have without doubt not been able to get as much out of this trip as they should.

This sort of trip cannot do EO's reputation good and I feel could harm it.

I am sure the aforementioned conditions are the main contributory factor in the current unrest within the group. Whether my handling of the situation is at fault is something for others to judge. Hopefully Turkey will produce an environment in which peace will once again reign. DB

Crabb, Suggestions and Recommendations (Shiraz 24.4.76)

Iranian border wanted to see logbook. Had trouble as I only had photocopy. Don't know if this is typical - but when we went through one English landrover refused permission to enter as he had no logbook. MC

And He Recommends

No trailers to leave UK with previously welded up rear shackles.
Seems crazy - asking for trouble.
SCRAP 224 - SHE'S TOO OLD ...

U K NOTES

LINDA BANKS

Hi! I'm Linda, the new female interest in the company (in contrast to an 'old' male of interest who's returned to the fold in the shape of Martin Watkinson). They told me to write something about myself.

I'm a Kiwi who's been absent from 'the Land of the Long White Cloud' for some 7 $\frac{1}{2}$ years, having heeded the call of filthy lucre and gone off to Australia for five of those years. A variety of occupations and then I set off to seek my fortune in foreign climes. Travelled for some time in Timor, Indonesia and South East Asia, on up to Kathmandu to join the intrepid, now-ex-EO'er, John Finch Davies in the 'fire engine' and made my way to London. My Mum was horrified to learn that my first job in the old country was as a receptionist for a Chinese abortionist in Soho!

I've come a long way now - ascended to the lofty heights of the EO office (when Tony lets me out of the 'cupboard' across the street), stimulated by the imagination and inspiration of ALJ, the bubbling insanity of Celia and Angela and soothed by the calm of Martin and Marie.

I did manage to get in an exciting 3 $\frac{1}{2}$ month EO trip through Africa, under the protection of the mad Chris More, before returning to London to throw myself into this job. And I'm loving it, and everyone, and I can't wait to meet all the rest of you! LB

A MOROCCAN SIDESHOW

George Gordon Smith has accepted an offer from Encounter Overland for the purchase of his organisation operating tours in Morocco. The business is a subcontracture (from Suntrekkers Ltd) of tours promoted by a German tour operator. Each contract is for a total of 7 tours of 3 weeks each, remaining on Moroccan soil. The first of these starts 18 May.

The purchase is of one excellent vehicle, plus pretty secure business in (by EO standards) a reasonably stable field, and allows for a 'foot in the door' in Germany. Training-wise it has certain advantages to us.

It is not an indication of future major policy trends. ALJ

TWO EXCELLENT DEPARTURES

Congratulations to both Wren Park and London admin for getting Saturday's (24 April) trans Africa and Tuesday's (27 April) Asia trips off virtually without a hitch. I hardly knew anything a bit special was going on - except of course to show everyone how to pack trailers !!! ALJ

MARTIN WATKINSON

Martin joined us as a result of a driver training and selection trip to Persia in 1969.

During his previous time with EO he took part in trips to Kathmandu, to Johannesburg, in South East Asia (landrovers) and was a major planner of EO's first Latin America trip.

After this he left and travelled in the far east and Russia, as well as helping with turnarounds in Los Angeles in preparation for EO's first Latin America southbound.

For two years he has worked in South Africa, Botswana and Lesotho. He now returns to EO bringing his wealth of experience with him.

And it's come full circle ... it's now his turn to service and select potential leaders from over 200 applicants in a week ! ALJ

WATKINSON ON THE JOB IN LONDON

We have recently advertised internationally for new driver/leaders : a simple box numbered advertisement in personnel columns in the press. The response was massive and replies ranged from the sublime to the ridiculous and beyond ; the ages from teens to dotage and decomposition. We heard from a film producer in Canada and a birth-controller in Bombay. We even received a reply from a South African gentleman who works opposite our Johannesburg office. The lack of response from Eskimos was disappointing.

Though it is hoped that from this valiant 200 we can select a few good drivers, some of the answers to the letters and questionnaires are worth quoting here.

The driving logic of the letter from Ireland which ended "If you wish to contact me I shall be in America".

It seems that the Australians too are turning kinky ... "I have just returned from Australia where for the past four years I have operated in swimming pools". Regrettable - especially if he's an acupuncturist...

Questions on applicant's driving experience produced "carrying many varied loads from missiles to builders merchants" and a "long distance Chinese food deliverer".

The English public school system took a knock when an applicant stated he had been "leader of a para-military organisation and lancing college" ... Che Guevara hits the secluded cloister ?

Question No.14 of the driver's application form asks for "any other relevant aspects of your background?" to which he replied "I was a paratrooper for 6 years and am a .303 marksman".

Watkinson still on the Job

Also worthy of note are the reactions to question number 1 "Academic Qualifications". Answers range from ... "second remodern" to the succinct ... "Eton & Cambridge".

No article is complete without its "Americana" which we've received in the form of an application from a US citizen currently "alive and well and living in Algiers", who incidently viewed himself as "a pilgrim on planet earth". From his curriculum vitae :

Research Experience, University of Georgia:

Lab Assistant/Case History Interviewer - Spring-Summer-Fall quarters, 1974, Zoology Department.

Our team being concerned with the correlation of human physiological responses to sex object preference. I performed in lab some 48 steroid analyses as well as measured, then graphed, over 56 subjects', photographed pupillary responses to male and female semi-erotic pictures. Through field studies I obtained more than 77 detailed developmental histories.

Research Assistant - Winter-Spring quarters, 1974, Psychology Dept.

In working with a professor interested in the effectiveness of the desensitization process to fear stimuli I tested over 28 human subjects and reduced the recorded data from six channels of a polygraph machine indicating the subjects' physiological responses to a blood 'n guts film, and retested them after they learned the process to note response difference.

And we are still trying to translate :

" ... and travel designed to help him remain involved in his environment as we pursued the development of a healthy reality relationship based upon two individuated selves".

A little higher on the 'conceited' ladder was our friend Mr Noble who considered his nationality to be "Anglo-Saxon from Viking Stock", and ended his letter by stating "Socially I am well received at the highest level, but I am not above dealing with the poor people sympathetically and justly". We have no desire to meet Mr Noble and sincerely hope that he stays up in Fraserburgh, Scotland, and continues to bore the teeth off his "intellectual and military" friends.

However we do look forward to our encounter with Nail Addison, who in answering "What ambitions do you have in life," told us "Not to keep up with the Jones', but to avoid them altogether". MW

EO SOUTH AFRICA

Efforts of the last months are beginning to show a small return, and I know absolutely every effort is being made to rectify a serious booking situation.

The work force has increased to include Barry Unwin who has flown down there to take on the task of preparing the M type there for promotional as well as operational uses.

The next few months are going to be a flat out effort to get back on top, and it is going to mean a lot of individual effort as well as team work.
ALJ

WREN PARK NOTES, ROB RUMBALL

The month of April has seen two departures from Wren Park, first to go was Phil Sheard with 226 BGF trans Africa. Phil arrived in the country from Nairobi only 6 days before departure. He deserves full credit for a very thorough and efficient job at loading and sorting his equipment, followed by a smooth departure on Saturday 24th.

Tony Alston also had a smooth departure to Kathmandu with RXP 586 on Tuesday 27th. Hope they both have good trips.

Thus Wren Park is rather quiet at the moment with only Mike Robinson and myself in residence. However this situation is to change dramatically from the beginning of May as Bill Wallace is re-joining Encounter in a new position. He will become resident at Wren Park, taking some of the responsibility from my shoulders, by assisting with instruction, vehicle turnarounds and vehicle development. I am sure his participation will greatly increase the efficiency at Wren Park as a whole.

Welcome back Bill and may we look forward to a long association.

All the best to those on the road. Rob. (Bill started 3.5.76)

PROFANITY

Do not use profane language (swearing) in your En Route Report. It is not appreciated and to make a point - it is not inconceivable that these reports may come to the notice of others in the event, for instance, of a court case or litigation. ALJ

OBSERVATIONS FROM AN EM.

I received a long, chatty letter from one of Allan Townsings Expedition Members on his Africa southbound. She is obviously enjoying herself and so are the others, and in her letter she included some constructive criticism. aoh. :

It's a good trip - if I were to make any suggestions, especially re food, I'd say include peanut butter if you could find it; a rubber scraper for pots etc; barley for making stews; mixed herbs for same; less steak and kidney pudding, because it is such a bloody pain to steam; perhaps some variation in pork luncheon meats, although I don't know what there is that fits the budget - but the Danish luncheon meat, chopped pork, stuffed pork roll, pork roll with egg, and whatever there is, all tastes the same bland nothing. I am not complaining, because there are those who don't like pilchards or herring, which I personally could eat forever. But there seems to be an inordinate amount of different kinds of the same thing. The dried meat mixes are really good, especially the minced beef. The canned beefburgers are good, the canned hamburgers are not. The mustard is super! Maybe a few pot-holders added with the tea-towels would be a help, but that's small. Oh yes, suggest that perhaps people carry their own cups. A few people have and the identification factor helps when having a cup of tea - saves washing or rewashing un-named cups. Marilyn Eaman. Canadian.

TAKING A POUNDING. EXAMPLE :

ENCOUNTER OVERLAND

Application/Booking details.....

LONDON—KATHMANDU

10-11 Weeks - all prices fully inclusive
except personal insurance and via costs

1976



Agent.

Encounter Overland Ltd.
271 Old Brompton Road
London, S.W.5.
01-370 6951/2

[†]Oct 19th trip departs from ISTANBUL.

Date of Departure	April 27	May 25	June 15	Aug 3	Sept 7	Sept 21	Sept 28	Oct 19 [†]
* Estimated Date of Arrival	July 9	Aug 6	Aug 28	Oct 15	Nov 19	Dec 3	Dec 10	Dec 21
[†] Price £	445	445	445	475	475	475	475	455
Approx. U.S. \$ price	952	952	952	1015	1015	1015	1015	973

[†] The price for these expeditions is pegged to the pound sterling. Payments in other currencies are to be made at the rate of exchange ruling against the pound sterling at the time when the final balance is due. The equivalent prices in other currencies are merely to act as a guide to those using them.

* NO onward travel arrangements should be taken up until at least two weeks after the EDA.

THE PRICE WE ARE CHARGING £445.

THE APPROX. \$ EQUIVALENT LATE LAST YEAR

\$952

*** £445 AT PRESENT CONVERSION RATE APPROX.

\$814

DIFFERENCE

\$138

THIS IS WHAT THE SINKING POUND MEANS TO EO.

PROCLAMATION

CIRCULAR TO :

Johannesburg : JCT, AL
San Francisco: MF
London : AOH, CL, LB*
Lima : AM

Directors : ARW, JJW
and General

(*Linda Banks started 20.4.76)

FROM : ALJ, London

FLEXIBILITY AND MOBILITY
OF ADMIN AND SALES PERSONNEL

1. Effectuality in predeparture admin and promotional activities and assistance in a crisis are unquestionably greatly enhanced by first-hand sharp-end experience. Each continent is distinctly different with different problems. Selling EO needs to be combined with a first hand knowledge and enthusiasm for where we go.
2. The sometimes unsatisfactory short-term attitude of some EO sharp-end personnel invites the development of a policy designed to encourage longer, more useful associations. Involvement of sales and admin personnel at the sharp-end from time to time would be part of improving this and place less reliance on the person who leaves at the precise moment when he would otherwise be significantly more valuable.
3. The gradual growth of EO sources, in size and possibly number, will be calling upon a preparedness by some EOers to be involved in what I have described as "secondary deployment".
4. There appears to be a feeling alive in EO that there is scope for the "female touch" at the sharp-end and I for one believe that this is valid and could be workable and most valuable. However it needs to be understood that such participation is not intended to become normal modus operandi for its own sake but as the means to the objectives described above.
THIS NEEDS TO BE VERY CLEARLY UNDERSTOOD.

First Step

To progress out of the experimental stage at EO San Francisco it requires the doubling (to 2!) of our presence there. It is no paradox really that the hard work and success of one person generates work for two. EOSF also requires a particular affinity with EO operations in South (and Central) America.

Ann is out in South America now working alongside Bryan Wallace, and she and I take the view that her return from sharp-end to source will be with an eye to the developments required by Merle and us in San Francisco.

The introduction of this form of deployment will be gradual but further developments can be expected later this year and/or early in 77.

ALJ:ao26476

W A G E S T R U C T U R EDrivers/Assistant Leaders

On joining EO	£25 per week prior to 1st trip and after 1st trip.
On 1st trip (Except when exceptionally qualified)	£10 Up to £20
On 2nd trip unless holding a position as 2nd-vehicle driver	£25 - £27.50
2nd-vehicle driver (ie 2nd man on 2-vehicle trip)	£30 - £32.50

Leaders

Single vehicle (unproven)	£35
Single vehicle (proven), 2nd trip	£37.50
Single vehicle, experienced	£40 - £42.50
2 vehicle leader (unproven)	£45
2 vehicle leader (proven) 2nd trip	£47.50
2 vehicle leader after 2nd trip	£50

From 1 January 1977

ALL DRIVER wages will rise by £2.50 on all trips starting after 1 January 1977 as will wages on joining.

ALL LEADER wages will rise by £5 on all trips starting after 1 January 1977.

Long Service Bonus for Leaders

Leaders (only) wages will be increased £2.50 on each trip after their first one as "leader" on all trips that started after 1 January 1976 up to a maximum of £15 per week long service bonus (i.e. 6 trips as leader !!)

N B : Thus leader wages (less long service bonus and Safety Award) cannot increase above £42.50 (until Jan '77) without leading a 2 vehicle expedition ; implicit of leading in Africa.

The successful leading of a 2 vehicle trip marks the highest sharp-end requirements, including the passing on of these same high standards. The past is always showing that it is such people who are the real pillars in EO and upon this record is likely to depend the responsibility to plan&execute wider sharp-end briefs - ie Management.

WAGE STRUCTURE

If your wages do not, to your knowledge, comply with this structure but fall below it - you will want to know that this has been corrected as from the start of your present trip. If your wages are in excess of this structure, that's your good fortune - but do not expect an increase until they come into line.

Direct any questions and criticisms or complaints either through the pages of ENFLASH or directly for the attention of ALJ. ALJ

THE ROAD TRANSPORT TRAINING BOARD

The Company is in the process of being considered by the Road Transport Training Board with a view to driver training and associated management techniques.

If we join and subscribe with a levy based on company figures, we are then eligible to claim for training done for us on approved schemes if trained to standard.

The main way that this could help will be with HGV/PSV qualifications. ALJ

A LETTER FROM DAVID MILNE, AUSTRALIA

On 5 August 75 my wife Wendy and myself departed from London on an Encounter trip to Asia with Bryan Wallace. It was a damn good trip too, despite the overheating problems at altitude with that cooling system in the 28-seater Bedford, we really enjoyed the time spent in Afghanistan and feel that more time could be spent in that country. Still, I suppose everyone presses their own ideas on you.

Since arriving back in Australia I have got the old dog's disease - hepatitis - and at the moment confined to hospital. The type of hepatitis I have is called "serum hepatitis" and is normally transmitted per blood transfusions and injections, but doctors believe that it is possible to be transmitted by normal means. The fact remains that the only injections I have received in the last 12 months were at the BEA medical centre at Victoria, London. I was inoculated for hepatitis with Gamma Globulin. I know it is your Company's policy to recommend this injection and you have had good results. Still, this is a most likely case of where the inoculation made certain that you got hepatitis! Perhaps British Airways re-use their needles and I got an unsterilized one - I don't know ! I will be writing to them. This type of hepatitis is a lot harder on the old body than normal infections which are floating around Africa and Asia, I will be off work for 10 weeks and the prog for one year, so in my opinion you are better off not getting inoculated and concentrate on the standard of hygiene on the trip - which was really good with Bryan in charge.

Anyway, Wendy and I would like to thank you all at Encounter, especially Celia, we really enjoyed the trip and all the dealings we had with you. Hope to see your Australian rep in Tasmania one day. DM

DRIVERS	DEPARTURE	DATE	LAST CENTRE	DATE	NEXT CENTRE	DATE	DESTINATION	DATE
Townsing	London	21 Feb	Nairobi	1 May	Lusaka	22 May	Johannesburg	5 June
Sheldon	London	27 Mar	Kano	29 Apr	Bangui	8 May	Johannesburg	25 June
Sheard	London	24 Apr	London		Fez	7 May	Johannesburg	23 July
Gascoigne, Barnes	Johannesburg	27 Jan	Kano	18 Apr	Tamamassett	3 May	London	11 May
Scully	Johannesburg	24 Feb	Bangui	30 Apr	Kano	20 May	London	15 June
Terranera, Fraser, Livesey	Johannesburg	23 Mar	Nairobi	26 Apr	Bangui	28 May	London	13 July
Alston	London	27 Apr	London		Istanbul	8 May	Kathmandu	9 July
Crabb	Kathmandu	9 Mar	Shiraz	21 Apr	Kaiseri	9 May	London	21 May
Miller, Arnold	Kathmandu	6 Apr	Kabul	30 Apr	Shiraz	10 May	London	18 June
Wolfe, Dickson	Kathmandu	4 May			New Delhi	11 May	London	16 July
May	Kathmandu	11 May			New Delhi	18 May	London	23 July
Wells, Roulston	Barranquilla	27 Mar	La Paz	30 Apr	Lima	8 June	Buenos Aires	30 June
Wallace	Buenos Aires	17 Mar	La Paz	2 May	Lima	19 Jun	Barranquilla	25 June

30 April 1976		← January	FEBRUARY	1977 MARCH	APRIL	MAY	JUNE	1976 July	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	
ASIA EASTBOUND					23	15			18	3	5	4	1
ASIA WESTBOUND			2		21	27	20		4	19	9		
AFRICA Southbound					19				29		10	17	
AFRICA Northbound		2		1				21		8			
AMERICA Southbound									6				5
AMERICA Northbound		3						6					
<u>SPECIALS</u> EAST AFRICA								10	6				

MONTHLY Bookings @ 30/4/76.

	E.O.L.	E.O.J.	T.F.L. 15%	T.F.L. 72%	T.F.A.	E.O.S.F.	S.S.R.	T.T.W.S.	WEST. CAN.				Cancellations + Saves	TOTAL
LONDON - KHATMANDU	14		7			3	2						1 SSR (1)	25
KHATMANDU - LONDON					2			3					4 TFA. (4) 1 T.T.	1
LONDON - Johannesburg	9					8	1		1				2 E.O.L. (3) 1 T.T.	16
Johannesburg - LONDON	1	8	1		4	1								15
B. AIRES - BAR.	1													1
BAR - B. AIRES							2							2
<u>SPECIALS</u> EAST AFRICA July									10					10
EAST AFRICA Aug.	4	2												6
CANCELLATIONS	(2)		(1)		(3)		(1)	(1)					(8)	
TOTAL	27	10	7		3	12	4	2	11					76

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