

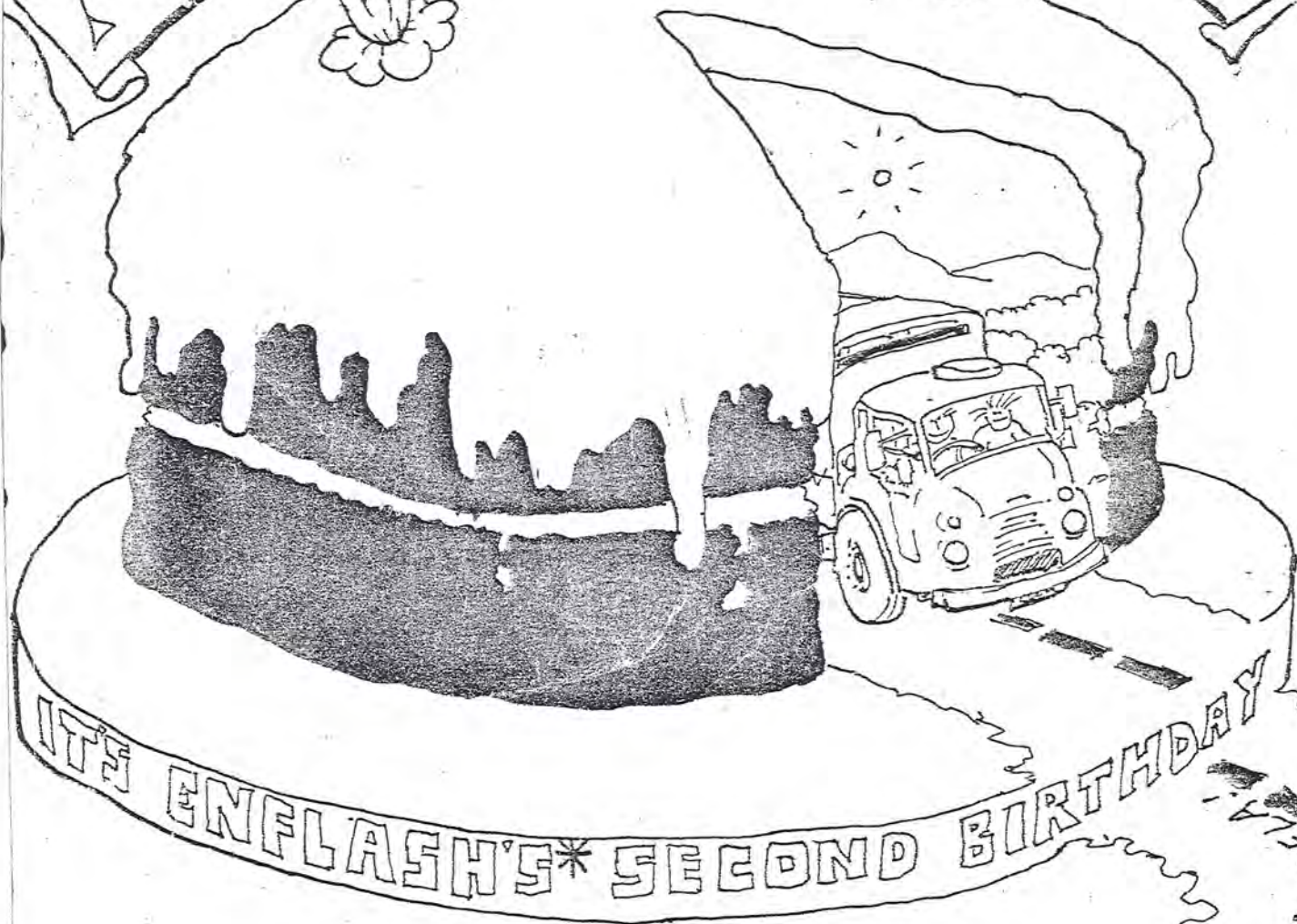
ENFLASH

april

SPECIAL

1977

ANNIVERSARY
ISSUE



LOTS TO READ

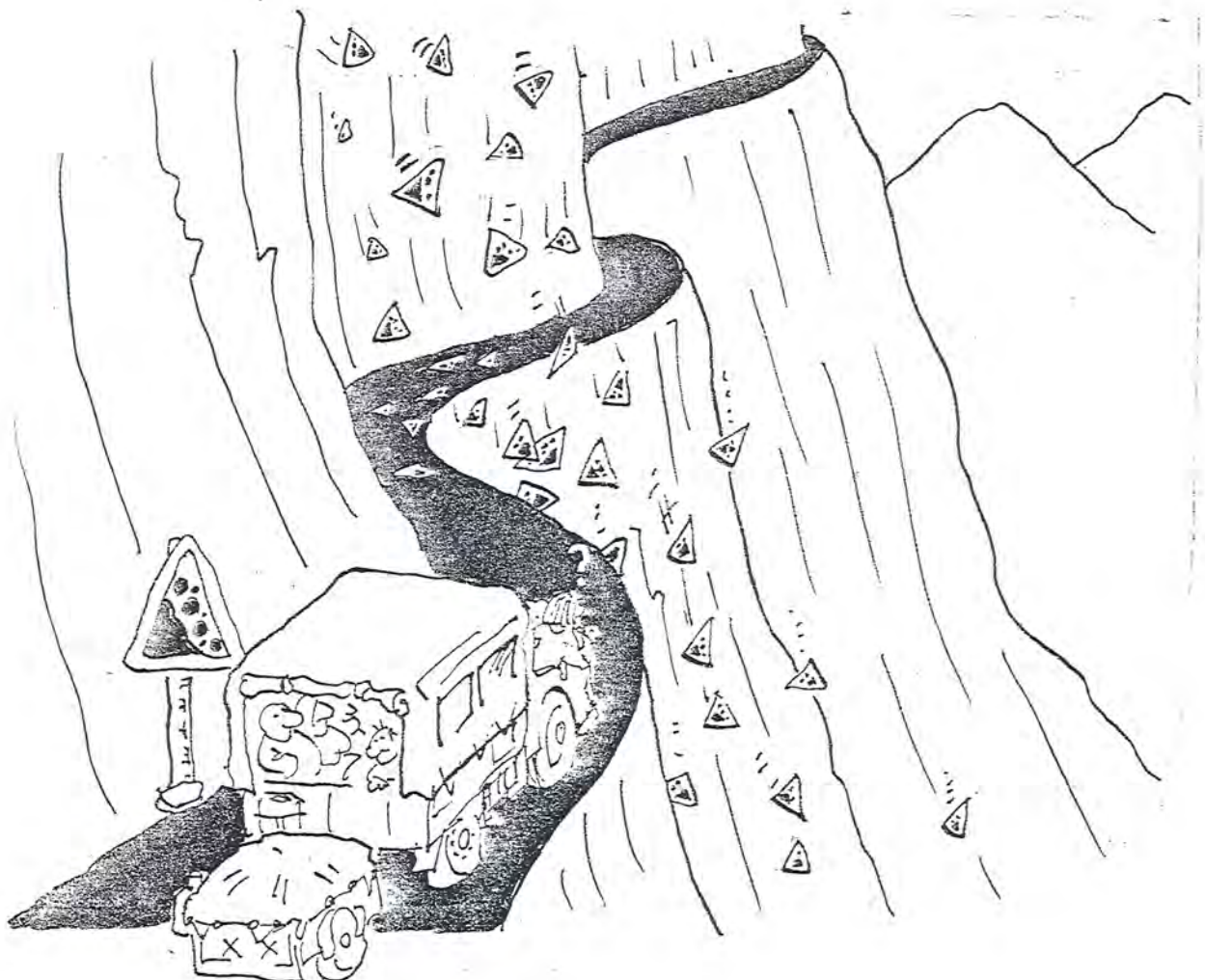
WHILE YOU WAIT

FOR THOSE BEASTLY BORDERS TO RE-OPEN!

STOP PRESS

Martin Watkinson & I have spent a whole afternoon going through En Route Reports of expeditions currently on the road. We were appalled. We had trouble finding any one report which we thought an "A1" example for use in our driver selection programme this weekend of 29/30 April. Many of the questions in the reports remained unanswered, and in some instances just one word was given, not adequately answering the question asked. Those of you employed through last year's driver selection programme were given an "A1" example.
aoh

Rumours that the Indian/Pakistan border is closed to land traffic have not as yet been confirmed: This is owing to rioting aimed against Prime Minister Bhutto's government in Pakistan.



A S I A

Katmandu-London 1 March

Leader : Simon Strong

EDA London 16 May

Vehicle : GNM 152F

Report from Kayseri 19 Apr : Camped 40 km short of Sanandaj in a field.

Poured with rain all night, woke up to find ourselves ankle deep in mud with flat batteries - all the time pissing with rain. Borrowed battery from passing truck and got started. Sand-matted our way to the road but couldn't get up bank. Asked truck for a tow and whilst he was manoeuvring into position he fell into a ditch on the side of the road and had to be towed out by another truck, using our hawser which broke. When he was back on the road he started to tow us out backwards. Back wheels just got onto tarmac when road collapsed. Tow hook and cross member totally ripped off and bent to hell. EMs looking like mud pies and GNM the same up to axles in mud and over. Eventually tractor appeared on the scene and ventured into the quagmire to help us. He got stuck too. Eventually freed himself with our aid and so had to try and tow us, this time from the front end.

We towed and sand-matted our way in a big semi-circle (took 2½ hrs to cover 200 yards) and out onto the road. Hurray!! Tractor went back to tow trailer and for us and got stuck again. Freed him and got trailer back to road. Left 4 EMs with tents and food to guard trailer and rest of us went to Sanandaj to effect repairs. This was all on a Thursday holiday. Only two places in Sanandaj capable of doing the job and they would not help us until after Saturday. Eventually everyone got out and persuaded one guy to open shop and help. By 8.30 p.m. the job was finished. If job could not have been completed we would all have stayed in the truck that night and finished off in the morning. This not being the case we drove back to the trailer which we had left in the parking lot of a roadside cafe (handy eh!) and our guards and STILL slept in the truck as it was still pissing down with rain and no-one fancied putting up tents. No-one slept that night as trucks kept pulling into the cafe all night. Continued on our way in the morning.

During the whole day and night spirits were high much to my delight although there was a slight drop in morale when all the towing gear was ripped off and GNM fell up to its arse in mud. (again)

I've got a great bunch of people here even though they look as if they've been round the world overland four times without a wash. They keep asking me where all sunshine and "babbling brooks" are like it says in the brochure! I'm hoping to spend quite a long time on the south coast of Turkey trying to find the sun!

The rest of the abovementioned route has been trouble free and straightforward.

NB: From Shiraz 4 April : IRAN customs will NOT stamp carnets any more. They give you 4 bits of paper saying for every day over the one week the truck is allowed to stay in Iran you have to pay 500 Rials. Will wait and see what happens at other end and give you fuller details then. SS

EOL presumes all went well as we've heard nothing in his following report. aoh

Katmandu-London 15 March

Leader : Alan Dougall

EDA Istanbul 20 May

Vehicle : LUR 975P

From Kabul 12 April : Left Srinigar 3 April, Amritsar afternoon of 4th having had yet another puncture. Trouble-free border crossing. Received 433 Indian Rupees confiscated on previous entry to India (Dec 76). Arrived Lahore 4th. One girl's handbag was stolen containing camera and about \$20 and one of the fellows had his watch stolen from different tents at Zonobis Hotel. Managing Director organised group party at his house as token gesture of apology for guard not doing his job properly. We accepted graciously and had a bloody good time. Two-&-half days in Lahore: got caught up in a womens' demonstration on the way to Rawalpindi. Nothing too serious, tear gas & batons, that sort of thing. Couple of nights in Peshawar, another easy border and into Kabul evening of 10th. Gearbox repair done in Lahore held out OK up the Kabul Gorge so seems that at least one problem has been sorted out.

The same girl who had her handbag stolen two nights ago fell into a hole and broke her ankle - she's not particularly perturbed just the same.

** NB: IRANIAN VISAS available here in Kabul in 24 hours at cost of 24 Afghanis. BIG DIFFERENCE FROM AUSTRALIAN PRICES. This might be of interest to Trail Finders. AD **
Thanks for that tip Alan. Glad to hear your group morale is so high.

Katmandu-London 22 March

Leader : Jamie Noble

EDA Kaiseri 17 May

Vehicle : NAH 814P

Kabul 19 April : Left Srinigar 9th and were in Amritsar the next day. I put Craig Harris* on the train to Delhi and I hope he got to London safely. I hope he remembered to give you my Srinigar report too. We got through the border and on to Lahore with no problems on 11th. Lahore was full of troops and not police and there was an anti-government demonstration by lawyers going on when we arrived. Apparently 18 people were shot dead and about 300 wounded in a demonstration a couple of days earlier, and still some Pakistanis managed to believe the police were being lenient! However none of this affected us directly since everything was peaceful away from the hot spots, although all the spare parts dealers were on strike against the government which made getting filters etc a hassle. We got through the Pak/Afghan border very quickly on the evening of the 13th and were in Kabul yesterday morning (13/4/77). Leaving for Bamiyan tomorrow (16th) and only stopping to pick up trailer and mail on the way back.

Got up to Bamiyan going via Dowshe. Beautiful road though pretty thick with mud in places. Tried to go up to Band-i-Amir the following day but road was too muddy after rain and melting snow. Got to within approx 15 kms before turning back owing to threatening weather conditions. Very frustrating. Got back to Kabul today (19th) and leaving for Kandahar tomorrow.

I've seen Alan a couple of times now, once on the Srinigar road and now here, on his way to Kandahar. JN

PS : Question from an aspiring mechanic on board when truck stopped with dirty fuel : "Have you checked the distributor or cleaned the points?"

I forgot to mention that NAH was slightly modified in Katmandu !

Katmandu-London 12 April

Leader : Bob Arnold

EDA Kabul 11 May

Vehicle : RXP 597

No word from Bob en route as yet though we've received his next of kin list and JFD says he left Katmandu in good spirits and with a full load.

Katmandu-London 3 May

Leader : John Finch-Davies

Vehicle : DHV 541H

John flew out with Bob from London to Katmandu on 8 April and will be leading the last westbound for the first half of 77. The next trans Asia in the same direction is scheduled for 12 July. In his letter to London JFD requests : "Please address my mail to FINCHDAVIES. I am getting tired of looking under J, F and D"!

London-Katmandu 21 April

Leaders : Paul Cunningham
Halford Hewitt

EDA Kayseri 12 May

Vehicle : SVC 339H

These two left on time with the 6-wheeler and 2 women to every man ... and a very nice group they are as well. They did however depart without their handbook and this is the verse Martin Watkinson wrote to them when posting a photostat of that drivers' aid; it went to Istanbul.

1. Once upon a time in Fayrest London, near Earles Courte,
there were two pin-headed, soggy-brained, gravel-headed, two-bit,
misbegotten, unmitigated, miscogenous, numbum gnomes called
Paul & Halford.
2. Paul & Halford decided to go to India
So they got people to help them
They got a truck
They got food
They got spareparts
They got money
They got drunk
And the two stupid bastards went pharting off to Dover without
their bloody drivers handbook.
3. Don't you hope they'll write to thank Fairy Godmother Martin,
Who waved his magic wand and made them a brand new handbook
And saved their bacon?
If they don't
Fairy Godmother's going to do them when they get back home.

MW

I must admit Martin did add an after-thought wishing them all the best and we hope all goes well with their trip.

London-Katmandu 16 June will be the next trans Asia eastbound.

MELA BROMHEAD on the subject of KATMANDU-LONDON MAILING LISTS.

It appears that the time intervals between mailing stops for March/April/ May expeditions have been too short by quite a few days. I must apologise as I did them based on last year's in early September, however those from 12 July onwards this year are based on an up-dated list based on Paul Cunningham's September 76 westbound so I hope that they are more satisfactory.

Any opinions on time intervals between stops would be gratefully received :

Katmandu-Delhi	6 days
Delhi-Srinigar	9 days
Srinigar-Kabul	7 days
Kabul-Shiraz	17 days
Shiraz-Kaiseri	11 days
Kaiseri-Istanbul	12 days
Istanbul-London	15 days

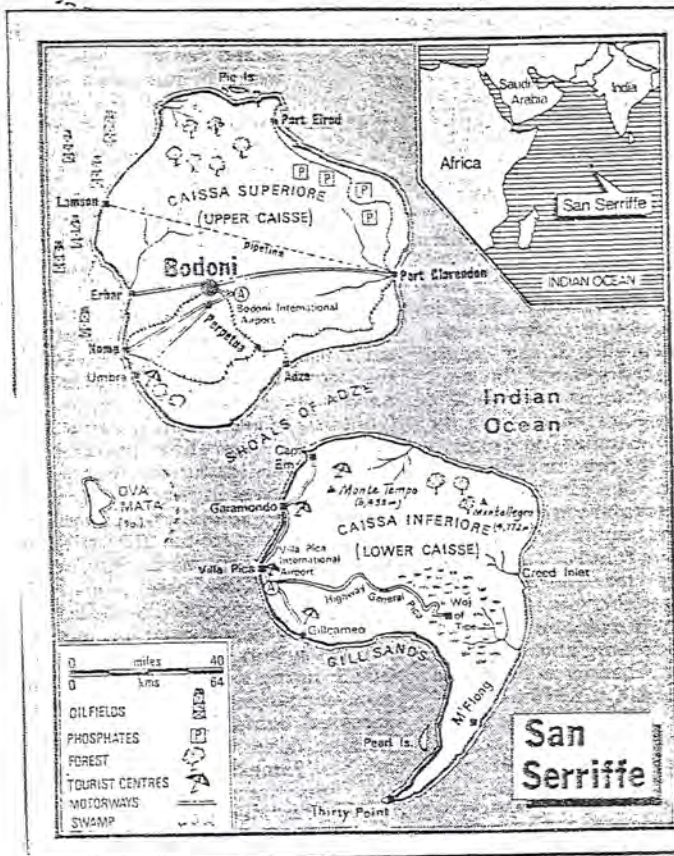
Special Report

Shaped like a semicolon, the twin islands of San Serriffe are located in the Indian Ocean and separated by the Shoals of Adze. Under the benevolent rule of Gen. M.-J. Pica, the islands' capital of Bodoni has become the center of a booming economy based on oil, phosphates and tourism. Remarkably, all this development has even brought some wealth to the primitive aboriginal race of the Flongs, who inhabit a remote part of the smaller island, Lower Caisse, just below the treacherous Woj of Tipe.

Until recently, few people were aware of San Serriffe's most acute physical problem. Erosion of the nation's western coasts, combined with accumulation on the eastern seaboard, is slowly moving the islands eastward, with the danger that they may one day collide with Sri Lanka. The danger, however, has now been brought to world attention by Britain's Guardian newspaper, which in a recent seven-page special report on San Serriffe suggested that the islands' underwater research on the problem could benefit both Britain and the European Economic Community.

Dutifully, the EEC's secretariat in Brussels included The Guardian's report in its daily review of stories in the world's press that have some bearing on the EEC. And, as The Guardian also recorded, the review was sent to "every official in every EEC department and office all over the world." But EEC officials may have some trouble finding San Serriffe on their maps or in their gazetteers. For though The Guardian's report on the island nation was detailed and colorful, it was published on April 1.*

*Most of the names in The Guardian's report, including San Serriffe, are those of typefaces or other terms used in the printing and publishing trades.



POP INTO THE VILLAGE
AND HAVE A LOOK FOR A
FAKIR ON A SANDMAT!



AAAAAAARGH



A F R I C A

London-Johannesburg 12 February

Leader : Bryan Wallace

EDA Nairobi 4 May

Vehicle : NRB 956J

Bryan's last report from Bangui dated 6 April indicates things are generally going well, and his group are pulling together : "Group working well & overcoming any problems before they become too serious."

He also writes : "There was a near accident in Kano when a used oil can that I had used for cleaning petrol was used by a member of the group, assuming it contained oil instead of a $\frac{1}{2}$ cup of petrol. Fortunately only a small, short blaze resulted." BW

When Bryan checked with the Zaire and American Embassies regarding the political problems in Zaire it seems there should not be too many problems on the northern route, however he's promised to keep us informed of any news. We are in London are also keeping a close watch on movements in Zaire. Good luck Bryan. aoh

Johannesburg-London 8 February

Leader : Fred Tobler

EDA Kano 8 May

Vehicle : GLP 203J

Bangui 18 April : We drove quite quickly through Tanzania. After driving for four hours in Serengetti we found (with guides) 4 lions and one cheetah.

Leaving Tanzania and entering Rwanda was easy. Half of the new road from Rusumo to Kigali was closed but a friendly smile and the help of Chinese engineers opened all road barriers for a nice smooth run. For nice things which happen bad ones often follow quickly ... the same night one Aussie managed to get a triple fracture in his ankle and was looked at by a doctor in Kigali. Since then hospitals seem to become lunch stops or overnight stops and I've learnt alot about hospitals in Africa and how different each doctor's opinion can be. Because of that he is still on the trip and enjoying himself as much as he can. He got his third plaster in Bangui and the X-ray indicates everything is alright. He will probably need another one in London. The most helpful hospital was in Kitosha (near Goma) and Bangui. Kisangani was bad news in general, where he got nothing done but we managed to lose half a day.

Zaire was good fun. There was a broken-down bridge and the detour proved to be a very scenic one. The roads were pretty rough and of course we got rain in the bad section and got slightly stuck in the mud twice. It took us three days. Half a day was spent waiting to cross a bridge where a truck had gone half-over and obstructed all traffic. It also explained why there weren't any local trucks coming toward us. We were lucky the truck had turned over 5 days previously, and since then the other trucks had started piling up. I picked up a local missionary for a two day ride and he gave us some really good inside information and fresh strawberry jam at his place, and also a useful connection for fuel in Beni. In Kisangani we stayed at the Olympia where the Greeks have returned.* The camp at the river was out because police and thieves move you away, and the Shaba (Katanga) problem has caused a bit of a disturbance.

* see page 9.

The road Kisangani-Bangassou is nearly as good as any road in England. In Bangassou we met Bryan Wallace. We spent the night celebrating and saw him off on the ferry the next day. On to Bangui. The Immigration seems to be different. I told the immigration officer we had one month visas and he got very upset, he read RCA instead of ECA and reckoned they were invalid. He became very friendly again when I told him that was his and the French Embassy's problem but not mine. He then took all the passports without a fuss. AT

Johannesburg-London 1 March

Leader : Derek Biddle

EDA Bangui 10 May

Vehicle : GLP 203J

Excerpt from report Nairobi 6 April : En route to Marangu we stopped for lunch just off the road between Arusha and Moshi. Not long after stopping a station wagon with only one occupant skidded on the dirt shoulder of the road span twice and rolled twice. The driver could be seen to be thrown about alot.

Myself and a nurse from the group arrived to find the driver had suffered severe head injuries and was losing a great deal of blood. We stopped a passing car who took the man with my nurse to Moshi Hospital. The last we heard is that he would live.

Collected group from Kili and headed for Ngorongoro Crater. We had to turn back 20 miles from crater due to bad roads. Met a landrover with Cuban workers coming back. They told us that they had been unable to make it so as we had already spent an hour moving 400 yards up one hill, we turned back. Cubans also said a local truck had over-turned three days earlier, killing 27.

Returned to Arusha and then north to Nairobi where I am now trying to obtain visas with a view to leaving on Sunday 10th. Hope the Easter Holiday does not make life difficult for us. DB

Telex Nairobi 15 April : Turned back at gunpoint at Serongeti.

No question of visas etc. Will try Namanga with letter from Tanzania Tourist Office. Border now very tight since 6th of the month. Officially closed to all land traffic... DB

Derek managed to obtain special permission to get through, but apparently he was the last one. For following trips we've had those people meeting northbounds join their respective groups in Dar rather than Nairobi. We're sorry to hear that there are other tourists still in Kenya and unable to exit by land. Exodus still have a group there who were trying to exit at the same time as Derek. Hopefully their problem will soon be resolved. without too much more hassle. aoh

NB: as at 29.4.77 Exodus have received permission from the Tanz. Ministry to exit. All foreign registered vehicles should have no problems ...

Johannesburg-London 22 March

Leader : Jerry Creamer

EDA Bangui 29 May

Vehicle : AOR 621J

Jerry seems to have everything under control and all going as smoothly as can be expected. He was due to collect 5 new group members in Nairobi but owing to the border closure (which he says 'is closed very tight'); we flew them from Nairobi to Dar, giving one of the group authorisation to collect the group mail. We've not heard whether it was successfully collect and distributed, or forwarded to Bangui by the Nairobi post office.

Jerry will be trying to get Nigerian visas in Yaounde. Hope all works well for him as it's his last chance! The last example of this was Alan Townsing obtaining 5 visas in 24 hours on his July 76 northbound. ach

Johannesburg-London 17 May

Leader : Colin Livesey

Vehicle : SDD 513G

Good luck Col with your next trip and hope "The Beast" gives you no problems.

Ref Fred's Report : * Olympia where the Greeks have returned.

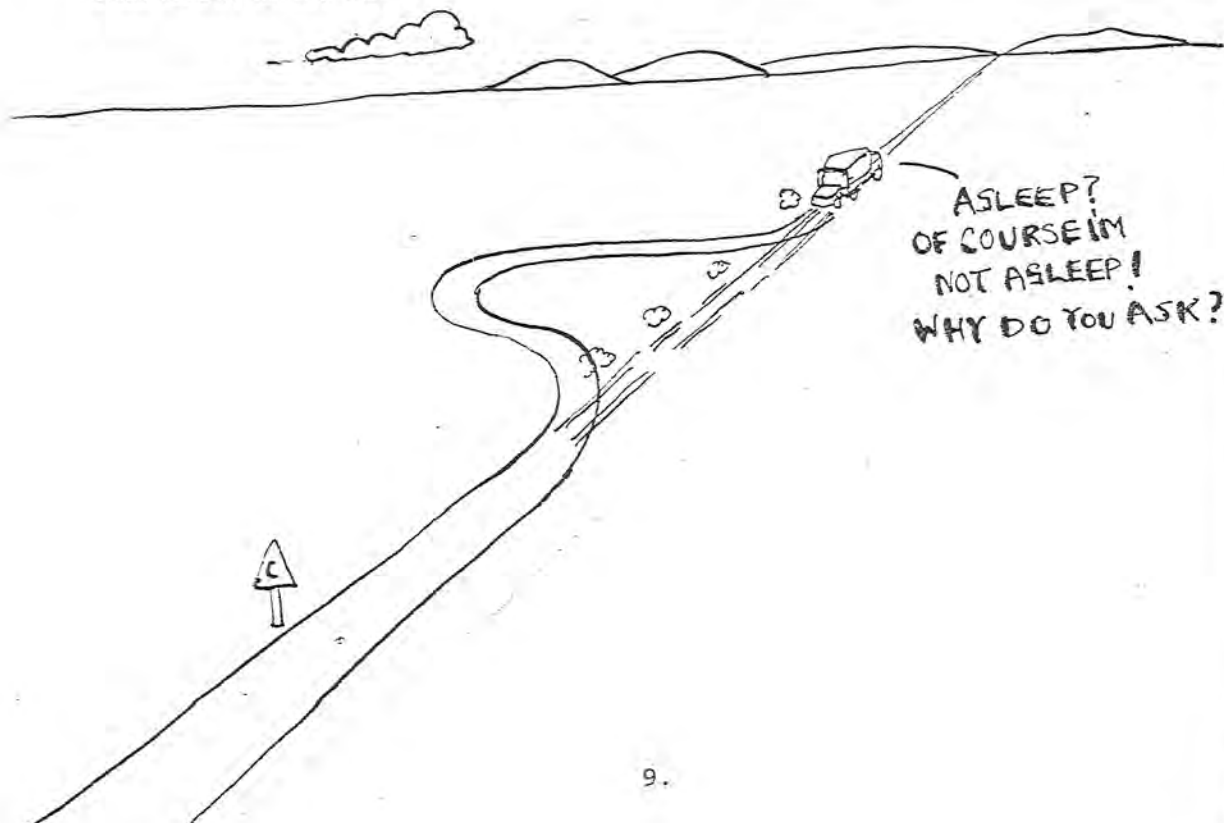
Nearly 2 years ago President Mobuto kicked all foreigners out of Zaire and locals took over the running of all businesses. When the foreigners were forced to leave the country, a Greek man and his English wife were running the Olympia Hotel which always gave passing overlanders a comfortable and welcome stay. When they left and the hotel was taken over by locals the standard went down and the place was no longer quite the same ... Around October 76 Mobuto decided that his country would once again welcome foreign businesses to operate in his country and Fred tells us that now "the Greeks have returned" which means the Olympia will once more be a good place for overlanders ...

An un-addressed note dated 21.4.77 from Giannina Whalley :

WELL DONE ENCOUNTER OVERLAND !

I'm giving you good publicity. I really enjoyed it. I was on SDD 513G, leaving London 13 November 76 to Johannesburg, driven by good old Colin, he was great. Hope your future business goes well.

GOOD LUCK. Love, GW.



26 April 77.

Well it's me this time! Yes Annette has taken the drivers (Martin Crabb and Colin Livesey) off to Durban for six days for our usual six monthly promotional stint down there. It is not that Durban produces a tremendous amount of bookings because it doesn't, but we do have an agent or two down there who needs some support. It is always good to spread our name around South Africa, it helps people to comprehend the advertisements which we place in the local rags and we always get good support at our meetings when we are there. On top of that it is often a much needed break from the office. Hence yours truly sitting behind the desk in the corner that you would usually expect to see Annette but I can assure you the sight is not nearly as pretty.

You know sometimes it's pretty difficult to remember what went on in the last 30 days ! Life seems to have its ups and downs and mostly pretty hectic but let me do what I can. Certainly it's been a lot quieter now that we have got rid of Jerry Creamer. I don't mean that nastily because Jerry has been great fun and a great asset down here as well as having done a great job controlling the turnarounds of three departures and creating a good team spirit. I am sure Freddy Tobler and Derek Biddle would agree. You know one amazing fact that some people in EO will really appreciate, is that during the whole time Jerry was down here, none of the drivers obtained a single parking ticket for any reason whatsoever ! Poor Martin Crabb broke the record when he picked up a R5 expired meter ticket just the other day but that's the only one since I've been back from the Carribean.

Colin & Martin have thrown themselves whole heartedly into their job down here. It is not as simple as it may seem considering that the three main departures have already left this year. Colin has got SDD running like a sewing machine and is ready for departure on 17 May with a few minor matters to be attended to in terms of spares kit, etc. Otherwise the vehicle and equipment is 100%. We are working now on Martin's GLP which is to be kept here as the promotions vehicle. They are both learning to reassemble a transfer box and it's much like an enormous puzzle but with far greater consequences. Colin seems to ooze confidence at times and I know Martin greatly appreciates his help. Between the two of them they have also got 224 ready for sale and she is in good shape. She looks good and is fit for local operations here but too tired, according to Martin, for any further long range expeditions. The next one to get ready is NMJ and finally to see what we can get for the old lady, 223 BGF. 223 & 224 BGF will bring some memories in EO, I know and doubtless there will be shedding of a tear or two. I will let you know when we finally dispose of them and we will do our best to see that they have an honourable retirement.

Well, we haven't had an EO outing since Annette's reported one for the 22 March predeparture with Jerry Creamer so there is little to be said on that score. But life has recently got quite exciting with possible serious repercussions because this office's lease was up and somebody else has taken it.

...sently a bit of a wrangle going on and it looks as if to move. We are going to stick our necks out for six months if we have to drag it through the courts. This actually happens but we shall try some crafty delaying tactics. It's all a bit of a nuisance and it's going to mean a hell of a lot of hard work the day it comes as surely it will. Those of you who know this office will share with us here our disappointment but the circumstances didn't give us much option. We will let you all know when it happens and let's hope that we get something as nice if not better. It will have to be some office to bring us as much luck as this one has done.

I think that's all from me. If I've missed anything out I know Annette will write to you a nice note for inclusion.

Regards to you all on the road and keep those rather super articles coming into ENFLASH just to make Angela's job that much more easy and considerably more interesting.
WLJ

Wally thank you very much for your inclusion from EOJB - it's very much appreciated and we hope the promotions in Durban bring in some results for us. aoh

Pygmy bowmen drive back Katangan rebels

Kinshasa, April 19.—Zaire Government forces, supported by what were described as pygmy elite bowmen, have surrounded the town of Mutshatasha in a counter-offensive against Katangan insurgents in Shaba province, a Government spokesman said tonight.

He said the pygmies used bows and arrows instead of guns. The insurgents invaded Shaba from Angola last month.

Last weekend Moroccan-supported government troops began the counter-offensive to push the insurgents away from the approaches to the copper-mining town of Kolwezi.

The spokesman said journal-

ists would be flown to Mutshatasha to witness its capture. A planned trip to Kolwezi tomorrow had been cancelled.

He said the pygmies were counter-guerrillas and he described them as "great bowmen" and "elite bowmen." They were part of the Zaire Army and were fighting in battalion strength. A battalion is normally about 500 men.

The spokesman claimed that interrogation of prisoners had revealed that the rebels' leader, Colonel Mbumba, had deserted them and gone to Angola.

New York, April 19.—Mr. de Figueiredo, the Angolan representative at the United Nations,

said today that the fighting in Zaire was a nationwide "popular uprising", not just a secessionist movement in Shaba.

He denied that Angolan or Cuban troops were in any way involved, and said the presence of foreign forces and mercenaries in Zaire posed a potential threat to his own country. He also criticized the part played by France, Belgium, South Africa and China in Zaire.—Reuter.

Paris, April 19.—King Hassan of Morocco said in an interview published here today he had proof that Cubans were involved in the fighting in Shaba. Their presence was con-

firmed in a report by the commander of a Moroccan sent to Zaire, he said.

"On April 17, Colonel Abdallah sent me a cable saying that a wounded white had been taken prisoner in a village", the King was quoted as saying. "The questioning of this man and information gathered in villages show the presence of Cuban soldiers. Zaire is absolutely certain."

King Hassan, who has 1,500 soldiers to help Zaire combat the insurgents in Shaba, gave the interview to four French journalists.—Reuter.

Sudan rejects invasion charges by Ethiopia

Khartoum, April 13.—Sudan today rejected allegations that its troops had intervened in neighbouring Ethiopia and said that Ethiopian soldiers and aircraft had in fact violated Sudanese territory.

The denial was made in a telegram to the Organization of African Unity and published by the Sudan News Agency.

Lieut-Colonel Mengistu Haile-Mariam, the Ethiopian head of state, last night accused President Jaafar Nimeiry of Sudan of aggression and "openly violating the honour and entity of Ethiopia".

Chad executes nine after palace battle

Ndjamena, April 6.—Seven soldiers and two civilians, the alleged ringleaders of an abortive coup in Chad on April 1, were executed today by firing squad, the ruling higher military council announced.

This was the second execution in Chad in two days. On Monday four members of a Chad rebel group were executed for their part in an assassination attempt against General Felix Malloum.

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

Rio-Barranquilla 24 February

Leader : Jim Whittaker

EDA Lima 26 May

Vehicle : Y39839 (GMC)

A letter from Jim in Rio Gallegos, Argentina, was posted on 31 March but didn't reach us in London until 16 April. Below is an excerpt from this letter :

The group is a good one, but unfortunately the 1 or 2 moaners occasionally cast a heavy depression over the group. Until yesterday we had recovered 2 of the last 5 days, however incident no. 2 occurred. Whilst stationery waiting for the ferry to the mainland from Tierra del Fuego, an International Pick Up Truck ploughed into the back of the trailer. Damage done to the trailer : broken R H Lights, bumper twisted & mountings torn off. Towbar severely bent and cracked. Chassis only minor twisting where bumper was attached. Damage to pick-up quite severe. The driver sustained minor cuts, the passengers in the vehicle (wife & son), wife gashed forehead and other facial cuts; son had minor facial cuts. EO EMs no injuries at all. First aid was given to casualties from pick-up by Hildegard Koch (nurse) with our First Aid Kit.

The police and ambulance arrived after about 1 hour. The ambulance took the mother and son to hospital. The police looked at the vehicles (which had not been moved) and realised that the other driver was guilty, apparently brake failure. They then informed me that if I wished to claim off the other driver's insurance the police would have to make a report and we would be unable to move for at least a week. However a policeman then said that if we could continue now they wouldn't make out a report but that I should have the repairs made to the trailer and if/when the truck returned, the driver should see him with receipts for the repairs. Then the policeman would get the driver of the pick-up to pay out of his pocket. Even though the chances of recovering the money are slim, this is the course of action I have taken.

At the moment the group is camped on the shingle at Rio Gallegos, with police, army, and port authority permission, while the trailer is being attended to. I anticipate one day's delay.

Despite all mishaps (including heavy snow and freezing nights in Ushuaia!) the group morale is high and I am feeling fine apart from continuing back-ache.

We had an excellent stay on the Valdes Peninsular, having a front row seat as a killer whale attacked young sea lions. We successfully navigated the tortuous route to Camorones and spent the afternoon "clicking" happily as we walked among the penguin colony. We're anticipating a good stop at Lago Argentino and Bariloche. Departing tomorrow (1 April) for Califate. JW

Jim's NB on the VALDES PENINSULAR : very worthwhile for fauna - sea lions, sea elephants, guanacos, armadillos, Rheas killer whales, skunks, fox and hares.

CAMARONES : for large penguin colony with camping area 2 kms away.

TIERRA DEL FUEGO : very cold at this time of year. A lot of snow. facilities at Lapataia National Park, closed from Feb to Nov as weather too bad for boat trips, aeroplane flights, hunting & fishing trips. JW

Barranquilla-Rio 9 April

Leader : Allan Townsing

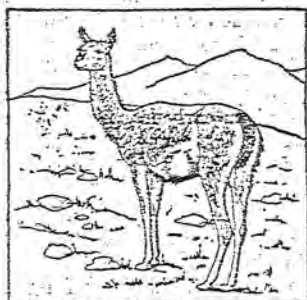
EDA Quito 14 May

Vehicle: RHS 301M (Dodge)

Allan is having a very difficult time. We received a telex from Bogota on 23 April (2 weeks after departure) advising us he was unable to move until he received a new engine : "... removed head - OK. Removed sump. bolt holding crankshaft bearing cap between 4 & 5 cylinder sheared. Other bolt on cap loose & worn. Crack in block up line of bolt hole. No possibility transport truck to Bogota so towed to a farm, removed motor, brought it to Casa Inglesa Perkins. Group organised OK. Doubt Perkins here have same motor also doubt able repair ours. Will get all info Monday morning and telex you ... yours in deepest depression & frustration. Al"

Allan has flown back to Barranquilla trying to get something fixed up with Metalock, in the meantime we tried Perkins here for information and also their South American representative who is based in Miami. We've heard nothing in reply from them, so it is very likely Allan's preparations in Barranquilla will have to get him as far as Lima where we can further assist him with spares and money. You have our sympathies Al and hopefully by the time you receive this ENFLASH, this particularly large problem will have been resolved. Good Luck.

GUANACO or HUANACA, the larger of the two wild representatives in South America of the camel tribe, the other being the vicuña. The guanaco (*Lama guanicoe*), stands nearly 4 ft. at the shoulder, with gracefully curved neck and long slender legs, the hind pair each with a naked patch. The hair is long and soft, of a fawn colour above and white beneath. Guanaco are found throughout the southern half of South America, from Peru to Cape Horn. They live in herds, usually of from six to thirty, and are exceedingly timid and difficult of approach. Their cry is something between the belling of a deer and the neigh of a horse.



BY COURTESY OF THE N.Y. ZOOLOGICAL SOCIETY.

GUANACO, A SOUTH AMERICAN REPRESENTATIVE OF THE CAMEL TRIBE

The chief enemies of the guanaco are the Patagonian Indians and the puma, as it forms the principal food of both. Its flesh is palatable although wanting in fat, while its skin forms the chief clothing material of the Patagonians. Guanaco are easily domesticated. They take readily to the water. They regularly deposit their droppings on the same spot—a habit appreciated by the Peruvian Indians, who use these deposits for fuel. Guanaco also have favourite localities in which to die, as appears from the great heaps of their bones found in particular spots.



LOUISE SIMPSON is an Expedition Member on Allan Townsing's 9 April Barranquilla to Rio de Janeiro trip. She very kindly took out from London a large box of spares from Wren Park for Allan, and this is an extract from her letter telling us of her trials & tribulations ... The letter comes from Barranquilla dated 8 April.

Now let me tell you about the box of spares ! Got to Bogota (the flight from London-Bogota takes 24 hours, which includes lengthy stopovers in Paris, Madrid, San Juan and of course Bogota), and was very surprised and pleased to see all my luggage, including the bloody box of spares, arrive. I fronted up to the very South American looking (i.e. black sunglasses, medals, etc) customs man who immediately wanted to look in the box - all those knots and yards and yards of string !! I produced the EO stamped lists (all three of them) which didn't impress him at all - tried to read them upside down - meanwhile speedo-cable's etc are being hauled out - pieces of the Financial Times (wrapping paper) flying about. Decided to change my tactics (by this time it's 8.45 and my flight to Barranquilla is leaving at 9), so I burst into tears; which wasn't hard to do as I was feeling desperate and also the affects of the altitude and the heat. Tears didn't work - right, so I decided to try screaming, jumping, wild gestures, etc, would you believe - it worked !! First place I've ever been where getting excited helps. A mad dash for my plane and managed to get there 3 minutes before take-off. Couldn't check the box in with my luggage because the strings had disappeared - more excitement at the security check-point. Really would have helped if I'd been able to speak Spanish. Eventually I managed to get through, and carried the box onto the plane. Nothing like 29 kgs of hand luggage. Thank God Allan was waiting at the airport ...

Louise.

HERE'S THREE VOLUMES
ON HOW TO CUT DOWN ON YOUR
SUGGESTED READING



As some of you may know, part of the brief when in South East Asia was to investigate the possibility for launching a modest programme of sea-going trips. To cut a rather long and very involved story short, just about every grain of information was beaten from the brief and the end result is a series of short voyages to be undertaken in a yacht which EO has now purchased.

Bank of England permission for the considerable capital investment abroad was not received until mid-April ; until this go-ahead nothing could be presumed.

The Vessel

She is a 38 ft flush-decked sailing sloop, built in 1975 to modern proven design with South East Asian cruising specifically in mind. She has a comprehensive sail wardrobe, winches, electronic navigational equipment and two-way radio, a 47hp Perkins marine diesel engine with 100 hours of fuel and modern electrical system including generator.

Below she is pleasantly and practically appointed, light and airy with good ventilation. Nine berths include two convertible to double. There is an 80 gallon fresh water tank, a marine flush toilet and provision for showering. The galley has a gimble cooker, ice-box and sink. The dining area is cushioned sofas and rosewood table. Stereo equipment is aboard.

The cockpit seats eight plus helmsman and there is sunbathing space on deck.

Safety equipment includes a certified ocean survival raft and life-jackets, etc to international safety standards. Simple skin-diving equipment is aboard.

The Voyage

The route is studded with barely inhabited coral islands, white sand beaches, swaying coconut palms, the water azure blue and glass-clear to 60 ft. Corny ? - no, absolutely true.

Nine of us, including a skipper and one permanent crew. A lot of time to relax but also a lot to do and a demanding vessel to sail and navigate.

Using the outboard-powered sampan that's towed behind, we can reach deserted coves for snorkling and beaches for swimming. And when anyone wants a job, there are plenty keeping the yacht ship-shape. Food is simple but good and you'll have to help prepare it.

Nights will usually be spent at anchor, though some night-sailing in ideal conditions may be undertaken. Warm nights at sea in south eastern Asia will probably be one of your most beautiful memories of unreality.

Days are usually hot and protection under the awning soon becomes preferable to the direct midday sun.

And sometimes a short, sharp sea can spring up and you could soon be below with the gripes. Or the sky can blacken in minutes and a deluge descend.

S E A (cont'd)

A skipper is being recruited here. He and Martin Watkinson will be going to Singapore mid-May to recommission the yacht and sail her to Penang. A rehearsal voyage will then take place from Penang to Phuket and return. Refitting will then be finished off in Penang and the first scheduled trip will be not later than 1 August.

Simple literature will soon be available. The main source of paying crew members will be our own Asian overlanders and others in similar transit. The six-day voyage will cost £83. We will not be surprised if we are not quite right first time with our exact planning, and alterations may be needed to the programme.

It is a frequently expressed view that EO needs the psychology of variety and challenge. These beginnings of Encounter without the Overland could hardly be smaller ; in capacity it's like a landrover. So it's no wonder we feel a bit like we've been here before.

ALJ

A C T O

For the last year Encounter Overland has been a member of the Association of Camping Tour Operators. At a time when renewal of membership was due Encounter Overland was ill prepared to take adequate steps to comply with the ACTO constitution.

ACTO looked into ways in which we could be accommodated. But my recent letter to the Secretary expressed an opinion that no exceptions should be made.

This view was adopted at the meeting I attended on 4 April at which Encounter wished ACTO and all its members every good fortune : a wish that was reciprocated.

Encounter Overland has a posted bond with ACTO for £10,000. This bond remains at least until 31 December 1977.

ALJ

Foreign Exchange		Official Rate	
Country	£1.00 is worth*		
Algeria	8.05	4.5127 dinar	
Australia	0.72	0.76 dollars	
Austria	16.75	20.3700 schillings	
Belgium	35.90	40.3344 francs	
Canada	1.0550	floating	
Congo Rep.	246.00	255.7846 CFA franc	
Denmark	5.95	6.2320 kroner	
Finland	4.00	3.9000 markka	
France	4.93	4.6041 francs	
Germany (West)	2.37	2.67 marks	
Ghana	4.80	1.15 new cedi	
Greece	36.80	30.0000 drachmas	
India	9.00	8.81 rupees	
Iran	74.50	70.05 ryal	
Israel	11.00	8.78 pound	
Italy	872.00	floating lire	
Japan	272.00	308 yen	
Kenya	9.00	8.16 shillings	
Kuwait	0.2865	0.29605 dinar	
Lebanon	3.10		
Morocco	4.75	4.1948 dirham	
Netherlands	2.47	2.7740 guilders	
Nigeria	0.88	0.6535 naira	
Norway	5.27	5.6900 kroner	
Pakistan	9.00	9.9000 rupees	
Portugal	38.00	38.70 escudos	
South Africa	1.20	0.87 rand	
Spain	69.00	66.20 pesetas	
Sweden	4.17	4.5000 kronor	
Switzerland	2.53	floating francs	
Tanzania	20.00	8.16 shillings	
Tunisia	0.4215	0.22378 dinar	
Turkey	18.55	16.00 pound	
Uganda	20.00	8.16 shillings	
Zaire	1.70	0.8595 zaire	
Zambia	2.50	0.7716 kwacha	
Egypt (U.A.R.)	1.37	Official Rate	
Great Britain	1.7175	undecided	
		floating	

*Based on April 7, 1977, Foreign Bank-note Selling Rates on Foreign Commerce Bank Inc., 82 Bellariastrasse, CH-8038, Zürich, Switzerland. Branch Office in Geneva.

ROB RUMBALL IN LONDON - SWISS PROMOTIONS

With only a couple of days to go before the Easter Hols, Bill and I were to be found feverishly running around Wren Park getting together a whole host of equipment to go on tour to Switzerland. The object of all this activity was EO's participation in a large exhibition called SOMMERMESSE in Zurich. Over Easter we fabricated, painted and loaded on the truck all kinds of display material including pyramids, large display boards, mounting photographs, steps to get into the back of the truck, and imitation grass.

The London office also got involved in amassing many photographs, slides, projectors, masses of brochures and just about anything that we thought might impress the Swiss. We left London on Tuesday evening (we being Bill, Jenny, Sue & myself). We crossed over to Ostend and drove down through Belgium, Germany, arriving at the Swiss border about 3 p.m. on Wednesday afternoon.

It was then that our first problems arose. Swiss customs turned out to be less helpful and efficient than the average African border at midday on a Sunday. After considerable discussion it was decided that Basle was not the border for us and so we moved further along the German side of the border and crossed quickly and efficiently from Waldshut to Koblenz in Switzerland and then drove down to Zurich, arriving late afternoon on Thursday.

This delay allowed us only one full day for setting up, so Friday turned out to be a pretty busy one. The show opened at 11 o'clock on Saturday morning, our stand was ready with about half an hour to spare. SSR figured quite prominently on the stand and were of great assistance right the way through the show. As to whether or not the show was a success - only time will tell. But our hopes are high.

Tony and Jan came out to Switzerland for the last few days of the show and are now following up with a programme of film evenings in the nine major centres of Switzerland. They are expected back on Friday 6 May.

DRIVER SELECTION WEEKEND

Tony will arrive back just in time to take part in what seems to be becoming our annual drivers' selection weekend. This is taking place on Saturday & Sunday 7/8 May. We have already short-listed 15 people and these will be taking part in the expedition to the west country where we hope to find 4 people displaying all the right qualities. Martin says he has ordered good weather, so we shall live in hopes. No doubt you will all be very pleased to know that this mini-expedition is being used to initiate John Clark into the real world of overlanding. So far his main worry is whether or not the tents are large enough to allow him to put on his trousers whilst standing up.

LETTERS

During the last 3 months we have received more than our usual share of letters of complaint. Whilst appreciating that with the volume of expedition members that we carry we must always expect a few, it does appear that they are very much on the increase. It's only fair to point this out to all of you on the road at the moment and hope that in some way you can assist in reversing this trend.

Whilst an essential part of any barbecue is the amount of wine or beer consumed; it must always be borne in mind that the respect that you have earned from your group may well be seriously undermined as a result of your indiscretions, or lack of control, as a consequence of imbibing too well.

On that sobering thought, I'll sign off and wish you well till next month. All the best, Rob.

KEITH MILLER, from Whittingstall Mansions - the unemployed overland drivers home.

Hi all !

Member of the Katmandu Mafia I may be (although I deny it), but it would seem that my departure from EO was timely. You will now have the chance to restore the balance with Exodus by replacing me with Michael Caine or perhaps even Steve McQueen in Katmandu. I certainly couldn't match Mike Demen's performance on BBCTV last night.

I should like to say that I was sitting here with a gin and tonic writing this; however this is not so. By sods law, after a clear run of over 5 years I came down with hepatitis 2 weeks after leaving overlanding. My eyes are gradually returning to white rather than red and yellow but alas, no grog for a while - the last pint was at Paul's departure !

Although I've left Encounter and overlanding in general, those of you on the Asia run haven't seen the last of me. I've accepted a job with Sherpa and so will be spending at least part of the winter in Katmandu co-ordinating their trekking programme, and down the bazaar selling off the surplus dung produced by our two elephants at Gaida Wildlife camp. By then my liver should be back to normal and I'll see you for a Khukri rum in the KGH.

I'd very much like to express how much I've enjoyed working with Encounter for the last 3 years : not only on the road but also summer holidays in Khartoum and winter vacations in Katmandu. Thanks also to Tony for his kind words in the last month's ENFLASH.

All the best to all - see you for a tomato juice sometime.
Keith.

NB: Keith's reference to Exodus' Mike Demen and film stars ... on last Sunday's BBCTV World About Us Programme there was an excellent film on the London-Katmandu run with Mike starring. The credit was "An Exodus Film Production" - can only be good for the trade! We've had people ringing the office saying "was that your company on television?"

LINDA IN LONDON

Now - what has April brought to London, apart from a Spring which advances and retreats with almost daily regularity? I'm trying to think of something significant to tell you fortunates who sojourn far from our climes.

Spring has brought out the usual crop of weird and wonderful visitors to the little shop at 280 - Annie will appreciate what I mean. Sitting on full display behind that wall of glass can be a little more than "interesting" at times ! There's the regular procession of callers - from the gypsy violet-seller, the man with the classic "watches-up-the-arm-going-cheap-genuine-gold-bracelet" and the two Jehovah's Witnesses complete with street-sermon and literature, to an assortment of our friendly "wino's" from their pitch on the corner of Warwick Road beneath the British Airways Poundstretchers' sign - they all come in with some very original "spiels" which I feel could spell Success if I could find a way to incorporate them into my trip-selling !

And of course, you haven't lived until you've given a convincing 5 minutes impression of appearing totally unconcerned by a line of Moroccan faces flattened against the window, offering self-confident and completely obscene propositions which (loosely translated) invite one to accompany them out for an evening's light entertainment. For "Moroccan" you can also substitute "middle-aged-salesmen-in-London-for-their-company's-exhibition-at-Earls-Court" ; they have become a regular phenomenon of this region, moving in pachydermatous groups along the Old Brompton Road.

However, there is more to working in London for a well-known overland expedition company than this frippery. There is humping heavy boxes of brochures up and down stairs between office and storeroom or sitting in the middle of the office floor, frantically glueing photo's on to small pieces of board with one hand, while sorting through mountains of slides with the other - whilst all around you, fellow-workers have nervous breakdowns over the phone to Sealink ferry offices (famed for their immediate co-operation in desperate situations) or tear their hair in hysterical delight at the ease with which one is able to organise this sudden mass exodus abroad. All this refers, of course, to our quarterly departure for Switzerland, led by Tony (Is-it-that-time-again?) Jones. Actually this time there's a little more to it - as will no doubt be reported to you by Rob elsewhere - and we are exhibiting a truck (sorry, expedition vehicle) and trappings at a large show in Zurich the week before the film promotions begin. So it has meant the involvement of several more EO staff members and Rob and Bill were in the advance guard, taking the truck over and setting up in Zurich. Reports have seemed favourable. With much to-ing and fro-ing across Von Englishe Channelle, working to a tightly-timed schedule which would bring credit to a military manoeuvre, Tony and Jan have replaced Rob and Bill and the Word is carried forth yet again.

Meanwhile, back at the ranch, we carry on with the monotony of dealing with tedious border closures, vehicular rebellions and answering the copious quantities of daily fan mail, while squeezing in the rounds of obligatory heavy socialising required as a part of the farewell ritual preceding departures. (Ho Hum!) Think of our suffering while you're swanning around (Oxf. Dict. "to swan around" - to move about aimlessly) in the exotic lands of hot days and balmy nights, eating of the lotus and thinking only lofty thoughts !

Linda Banks

John-I'll talk to anyone-Clark, not to be called Tinkerbell, has recently been showing that not only those at the sharp-end can get themselves out of the shit and come up smelling of roses.

A quiet evening was being had at the Hansom Cab in Earls Court where one or two ancient overlanders were having a quiet evening swinging on the chandeliers and singing the odd little ditty as they sometimes do, when John arrived with Linda for a quiet drink before going onto a party he had been invited to by some American friends. They had told him it was fancy dress, so John, not wanting to be outdone, had excelled himself by obtaining a court jesters outfit. For those of us who don't live in castles or palaces, this consists of long pointed shoes with bells on, tight trousers, each leg a different colour, and checked coloured tunic top. A long pointed hat, again with bells on, and a baton with streamers and more bells just about rounds the picture off.

Arriving on time, and expecting the colour and laughter that go with these fancy dress occasions, John and Linda make their entrance. Ugh !!! as we all know from our American EMS, they seem to attach a slightly different meaning to our old language, and fancy dress would appear to mean dinner suit, or some other kind of dress that is not everyday. ERROR !!! - a room full of sober people, dressed in dinner suits and Tuxedos are confronted by our noble company secretary (JC for short) looking like the village idiot. True to EO form, he was not to be daunted and launched himself on the company, doubtless with poor Linda wishing the floor would open up and swallow them both. After this amazing conquest of the London society scene, all that remains to be said is that he had thought of going in drag !!! MG



Office workers' thoughts....

& drivers' thoughts of office workers ...

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ANGELA'S NOTES

ENFLASH is two years old this edition with yours truly as editor. I would like to thank you all for your contributions and interest which keep our monthly mag circulating, and special acknowledgement must go to MARK RAM who has provided us with a never ending supply of extremely clever and hilarious, to-the-point cartoons.

I've been flicking through back copies and it seems to me that no time at all has passed since I put the first couple of editions together - but the ENFLASHES have changed quite a bit in style and they're generally very many pages thicker.

In the office we've been busy with general preparations to launch into another driver selection programme. For the initial interviews we're using the Basil Street Hotel in Knightsbridge, the interviews being conducted on Friday 29 April and Saturday 30th. The plans are very much the same as last year and we'll be taking the short-listed applicants camping in the Mendips on the weekend of 6/7 May. Those of you employed under the same scheme last year will know exactly the places I'm referring to. This year however we've not advertised as extensively as last and we're looking for approximately 4 new driver/leaders. Once again Martin Watkinson has done all the ground work for this exercise and all promises to run smoothly. Tony Jones will not be at the initial selections and those doing the interviewing will be Rob Rumball, Martin Watkinson, John Clark and Bill Wallace. However for the familiarization weekend in the Mendips Tony will have returned from Switzerland and will participate in the final selection of new drivers.

Personally I'm looking forward to the camping weekend and I'm sure it will prove as constructive and as much fun as last year.

How many of you have written to the San Francisco office with your thoughts on North Americans travelling Encounter ?

Write soon with all your news, Angela.

BILL WALLACE AT WREN PARK

Greetings all you sharp-enders !

As I write this I can hear the gentle patter of rain on the workshop roof and if I care to glance out of the door I can see the flood of water on the workshop floor. You guessed it. The roof leaks. Oh to be in sunny climes !

This month started with a frenzied rush to prepare GLW for promotion and SVC for departure and as it closes, sees Paul Cunningham and Halford Hewitt winging their way eastward through Europe en route to Asia. Also Mike Robinson rushing to Zurich to collect GLW for a driver selection weekend. In between has been very quiet with everyone taking an easter break; myself in North Wales, Paul, Hal & Mike I know not where, and Rob in the workshops. I got wet and cold, Rob got overworked. C'est la vie !

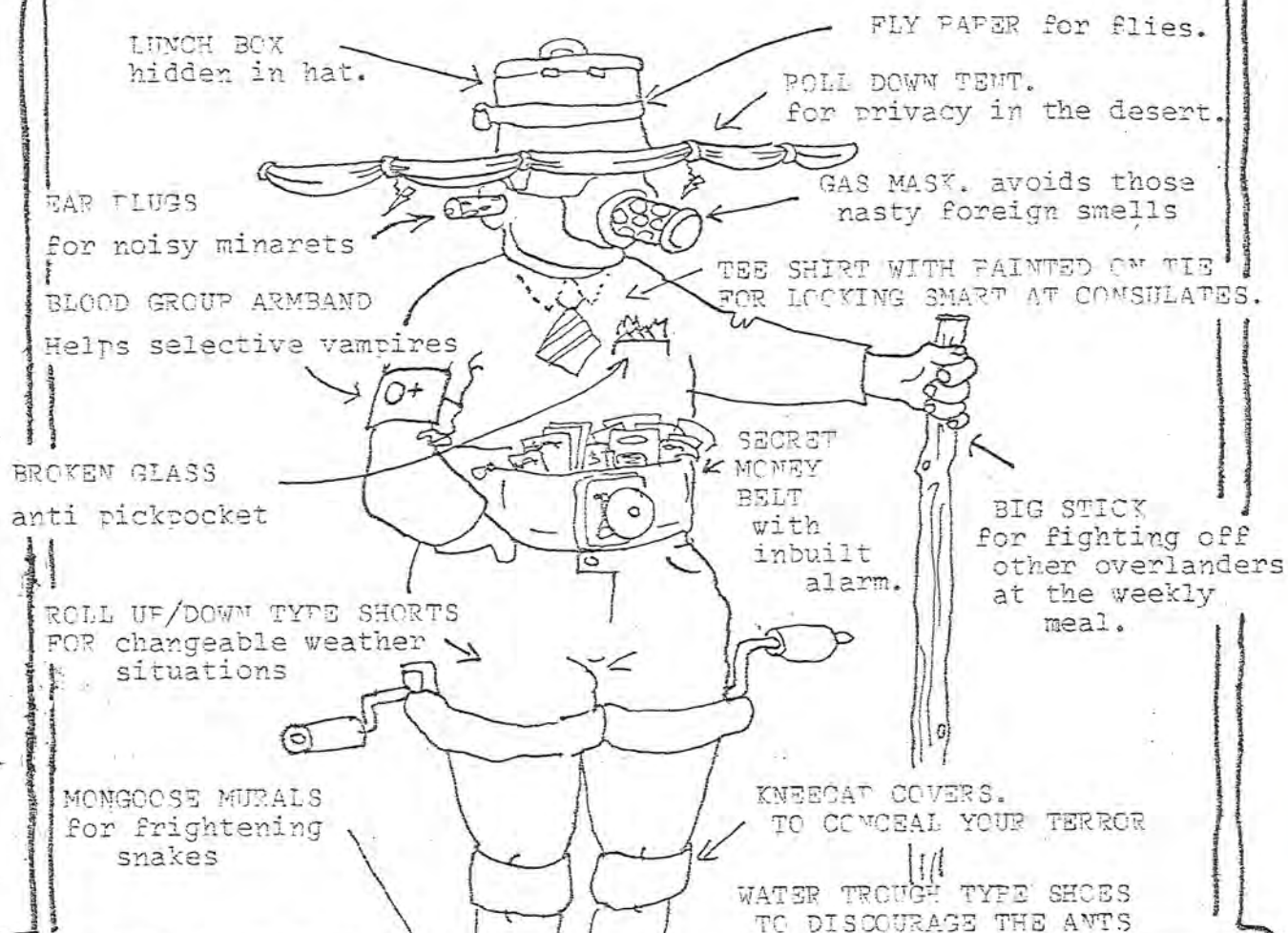
The next event of note in the WP calendar is the arrival of GNM with an imitation cockney at the royal* (two can play that game). Look forward to seeing you all back here at the home corral. Meanwhile keep on trucking ... Bill

* (i.e. Simon Strong at helm)

FASHION SPECIAL. A FULL PAGE, COLOUR, FULL OUT & THROW AWAY, REPORT.

OVERLANDERS' FASHIONS FOR 77

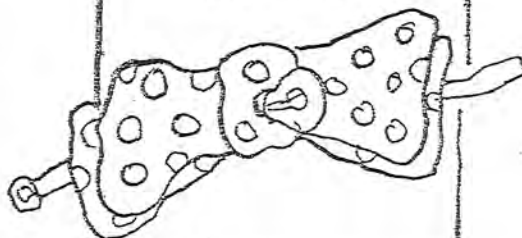
WHAT THE WELL DRESSED OVERLANDER WILL BE WEARING THIS SUMMER.



SPECIAL LADIES WEAR FOR ASIA.
(pinch proof)



AND
DON'T FORGET YOUR
"OVERLANDERS JOY"
BOY TIE



bulb lights up when
its your turn to buy
the next round.

SPECIAL TRANS-AFRICA FASHIONS.



AS AT 28 APRIL 77

DRIVERS	DEPARTURE	DATE	LAST CENTRE	DATE	NEXT CENTRE	DATE	DESTINATION	DATE
WALLACE	London	12 Feb	Bangui	7 Apr	Nairobi	4 May	Johannesburg	27 May
TOBLER	Johannesburg	8 Feb	Bangui	8 Apr	Kano	8 May	London	6 Jun
BIDDLE	Johannesburg	1 Mar	Nairobi	15 Apr	Bangui	10 May	London	13 Jun
CREAMER	Johannesburg	22 Mar	Nairobi	22 Apr	Bangui	29 May	London	18 Jul
STRONG	Katmandu	1 Mar	Kayseri	19 Apr	Istanbul	7 May	London	16 May
DOUGALL	Katmandu	15 Mar	Srinagar	5 Apr	Istanbul	20 May	London	30 May
NOBLE	Katmandu	22 Mar	Shiraz	29 Apr	Kayseri	17 May	London	6 Jun
ARNOLD	Katmandu	12 Apr	Srinagar	3 May	Kabul	11 May	London	27 Jun
FINCH-DAVIES	Katmandu	3 May					London	18 Jul
CUNNINGHAM, HEWITT	London	21 Apr	Istanbul	2 May	Kayseri	12 May	Katmandu	6 Jul
WHITTAKER	Rio de Janeiro	24 Feb	La Paz	28 Apr	Lima	26 May	Barranquilla	23 Jun
TOWNSING	Barranquilla	9 Apr	Bogota	16 Apr	Quito	14 May	Rio de Janeiro	22 Jul

AS AT 28 APRIL 77

BOOKINGS TO DATE AS AT 30 APRIL 77.
SOURCE OF BOOKINGS
CURRENT MONTH.

	1977	MAY		JUNE	JULY		AUGUST			SEPTEMBER					OCTOBER			NOV	DEC						
		3	14	17	16	12	23	26	6	11	18	20	24	1	13	15	24	27	29	1	4	15	5	30	11
ASIA	EXPEDITION																								
	LDN / KAT				28				18	14			13	8	6										
	KAT / LDN	20			28						11		7												
AFRICA	LDN / J'BURG		16																	12			5		
	LDN / NAIROBI										2														
	J'BURG / LDN			6			13										4								
	NAIROBI / LDN																4								
	FAST AFRICA						11					1												0	
SOUTH AMERICA	RIO / BARR							14																	
	BARR / RIO																				3		3		

	EXPEDITION	LDN / KAT	KAT / LDN	LDN / J'BURG	LDN / NAIROBI	J'BURG / LDN	NAIROBI / LDN	FAST AFRICA	RIO / BARR	BARR / RIO	TOTAL
ASIA		4									20
											9
											4
AFRICA		1									1
											2
											<17 TFA
											<17 EOL
											2
SOUTH AMERICA											<17 TFA
											2
											<3>
											37

JCC1076

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