

ENFLASH FEB 1978

SPECIAL SHOCK ISSUE FILLED WITH ALL ACTION ADVENTURE
FLUNG CORNERS OF THE WORLD AND MEETING OTHER FASCINATING PEOPLE WITH TWO LEGS
MORE IMPORTANTLY WHY DO THEY DO IT? READ ON.

STYLE PEOPLE GOING AS THEY DO TO ALL THE FART WHICH IS THE WRONG WAY UP. HOW DO THEY DO IT? OR

TYPE TALES OF INTREPID EXPLORERS WHO ARE WITHO

WELL, ALLAN; APART FROM
A LITTLE BLOOD IN YOUR
ALCOHOL STREAM, YOU
SEEM FINE.



ABLE TO DO CLEVER THINGS LIKE READ WRITING
UT EXCEPTION EXTREMELY BRAVE AND WONDERFUL

TOWNSING

COMES

BACK

FOR

MORE!

READ 'NEWS FROM THE OUTBACK'
DISCOVER WHAT IS REALLY
GOING ON IN THE LAND OF
THE DUCK BILLED TUCKER BASS

READ HIS
SHOCK NEWS
FROM DOWN
UNDER!!!

(SEE ARTICLE ON MASSOCHISM INSIDE.)

AFRICA

London-Johannesburg 8 October 77

Leader : Simon Strong

Arrived Johannesburg 4 February

Vehicle : AOR 621J

Simon, our thanks for a job well done. Hope you managed to have a good rest before your 1 March departure. aoh

London-Johannesburg 5 November 77

Leader : Halford Hewitt

Arrived Joburg 20 February

Vehicle : SDD 513G

Thanks to you also Halford for a well completed trip. An excerpt follows from his report.

Lusaka 15 Feb : We left Nairobi 30 Jan and camped just after Kajiado, and I spent most of the evening fixing a broken down Mazda belonging to an administrator in the Zaire Embassy in Nairobi. Next morning before we left, we saw Jerry coming up the hill. We talked for a couple of hours and it seems he expected to meet us almost every day as rumours floated down the grapevine of broken axles, running out of fuel, group battles (partly true), etc. Similarly, when we met Alan his group were full of "oh so you're the trip that did that ... etc. Judging from other people's reactions we must have had a very exciting trip !

Arrived Kibo hotel next day and 7 climbers set off to climb Kili, the rest tried to find places to go but Tanga was definitely not possible. Went to Lake Chala, straddling Tanzania/Kenya border. It is very isolated and has beautiful swimming. On other days people went for walks up to the 1st hut etc - peaceful but not a very exciting time for them.

The 7 climbers came back on 5 Feb having ALL reached Uhuru Peak and tremendously excited about it. On the 7th to Oyster Bay. Very pleasant and hospitable Mrs Hutchinson was to us.

Although I had repeatedly warned people about theft, our lack of loss so far meant people were rather laissez-faire about guarding. The two guards, I'm fairly certain, went to sleep and someone's tent was cut open and his bag with camera, money, passport, etc were stolen. The thief then quite casually sat down 10 yards away, went through the bag and discarding the passport (luckily) and some travellers cheques, strolled away. The unfortunate Expedition Member decided to fly home from Dar. He'd been up Kili which was his highlight and couldn't face the long haul to Joburg on top of losing all his stuff. HH

London-Johannesburg 12 November 77

Leader : Jerry Creamer

Arrived Johannesburg 25 February

Vehicle : HMG 820K

Third trip in this year - well done Jerry.

Nairobi 2 Feb : from Kisengani-Nia-Nia - Komanda - Beni - Goma -
Gisenyi - Kigali - Rusumo - Mawanza - Serengetti -
Ngorongoro - Arusha - Nairobi.

Roads from Kisengani have had a lot of repairs done on them, but for us they were bumpy with plenty of smallish holes. When it rains this road will be as rough as ever.

Visited Okapi and Pygmies at Epulu. Nothing much between there and Goma. 12 EMs went up volcano (not active any more!). They enjoyed the walk but got wet. Exit from Zaire was no problem, entry into Rwanda was the same. Stayed one night in Gisenyi and arrived Kigali Saturday lunchtime, so we kept going. Exit Rwanda was OK. Entry Tanzania was slow but without problems. Stayed until early afternoon and night in mission at Rulenge to avoid one hell of a rain storm.

Ferry at Busisi took 7 hours. At Mwanza bought insurance. Nobody seems to bother any more with foreign road tax.

We headed off to Serengeti, decided most of the animals were in the western corridor, so in we went, the first 23km took 6 hours of pushing and digging, but it was worth it. After that we found lots of game. Camped the night at the Seronera Hostel. Next day drove around Seronara Valley in the morning and on to Lake Ndutu to camp. Next morning on to Ngorongoro and down crater. You can now pay in Tanzanian shillings. There was a lot of game in the crater - a whole 3 days enjoyed by all. On to Arusha and stayed there a day and cleaned the truck (and ourselves). Crossing the border was very slow but no problems. Camped 50 miles from Nairobi to find early next morning that Halford was camped over the next hill. We spent a couple of hours with them and then left for Nairobi.

Another truck's

EM : "How did you get your truck so clean?"

Ever Polite EO Driver : "F.....g water"

Bewildered EM : "Oh!"

Lusaka 19 Feb : Nairobi - Mombassa - Kilimanjaro - Iringa - Tunduma - Mpika - Kabwe - Lusaka.

Nairobi to Mombassa was one day without problems. Shelly Beach Campsite 5/- per person. We stayed there 4 days with good weather and everyone really enjoyed it. One day to border at Taveta, crossing was no problem. Stayed at Kibo Hotel for Kili climb. Of the 12 climbers 10 made it to Uhuru and , and I took rest of group to Manyara where we saw lots of elephants and tree lions - a very worthwhile trip. We arrived back at the hotel at the same time as the climbers and had a group meal out that evening. The camp costs 15/- a night with truck and trailer no charge. Obtained road permit in Arusha to speed up cholera road block checks. (There were 8 checks in all.) Drive to the border was no problem and crossing took 1½ hours. EMs who needed Zambia visas got them in Nairobi as it saves time at the border - especially if they don't have dollars.

On to Lusaka, arrived night of 18th. We were all a bit tired from 5 days slog from the Kibo Hotel, but happy and well. All the same they're looking forward to arriving in the big city. JC

London-Johannesburg 11 February

Leader : Bob Arnold

EDA Kano 13 March

Vehicle: NRB 956J

Tunis 22 Feb : Fuel pump has been giving me a lot of trouble, if it doesn't improve its performance I will replace it with a new one. I've done both pinion seals on both front and rear diff, also have had two lots of dirty fuel and have had to replace two fuel filters. Transfer pump is not working, have had it out but it's still not working.

Had one flat tyre in France. The group is settling in well, but we all look forward to getting further south to the warmth. It's been very cold with plenty of snow.

The group decided to purchase some wine in Italy. This was supposed to help them out through the hard dry desert. Well we ended up getting 71 litres, but by the time we got Trapani we had to replace 50 litres, which had been consumed in 3 days!

Will be going to Djanet. I've been speaking to a Swiss lad who just came up that way and it seems to be reasonable. Also fuel is available in the area as well as in Djanet.
RA

Johannesburg-London 27 September 77

Leader : Mike Robinson

Arrived London 3 February

Vehicle : GLW 919J

Mike thank you for a very well run expedition with a happy group.

Johannesburg-London 1 February

Leader : Alan Dougall

EDA Bangui 4 April

Vehicle : LUR 975P

Lusaka 8 Feb : Little of significance so far. Botswana borders no problem. Zambians pleasant and efficient as usual. Few questions about the length of stay in SA but nothing heavy. The road was half washed away 200 kms south of Kasangula - now impassable the papers here say. Victoria Falls very wet, much more impressive than last time's pathetic dribble. Having a pleasant time swimming at Yielding Tree Farm, 8 miles west of Lusaka. AD

Johannesburg-London 1 March to be led by Simon Strong with AOR 621J.
Good luck Simon.

RUSSELL CHAPMAN was an Expedition Member on London-Joburg 20 August 77 led by Alan Dougall. He booked with Geoff Thorne of CANTREK. His letter comes from Montreal, dated 15 February. An excerpt :

Truus Roest and I went out on your expedition to Johannesburg last 20 August, and I'm just writing this note to say how thoroughly we enjoyed the trip. Of course we had our share of problems, what trip doesn't? But they were all taken in stride, which all contributed to a very challenging and exciting experience.

We had a good group and one contributing factor to this good morale was that everyone knew what they were getting into so could cope with the situations we came up against - keep telling it like it is ! Geoff Thorne sure does and it's a good thing.

Perhaps more important was that Alan Dougall was a fine expedition leader-driver-mechanic-diplomat-motivator-everything a group leader should be ; and for our part, we never doubted his ability. RC

ASIA

Katmandu-London 21 February

Leaders : Rein Kamar
Tom Colville

EDA Kabul 15 March

Vehicle : DHV 541H

Good luck Rein and Tom and we certainly look forward to hearing from "Rein's Travelling Circus & Winter Sports Show"...

Ex-Katmandu expeditions to London departing in March are as follows:

David Hunter, 7 March (he flew from London to Katmandu on 25 Feb and will be putting finishing touches to GLP 203J.

Colin Livesey, 28 March (will be flying from Penang) driving WBH 645S.

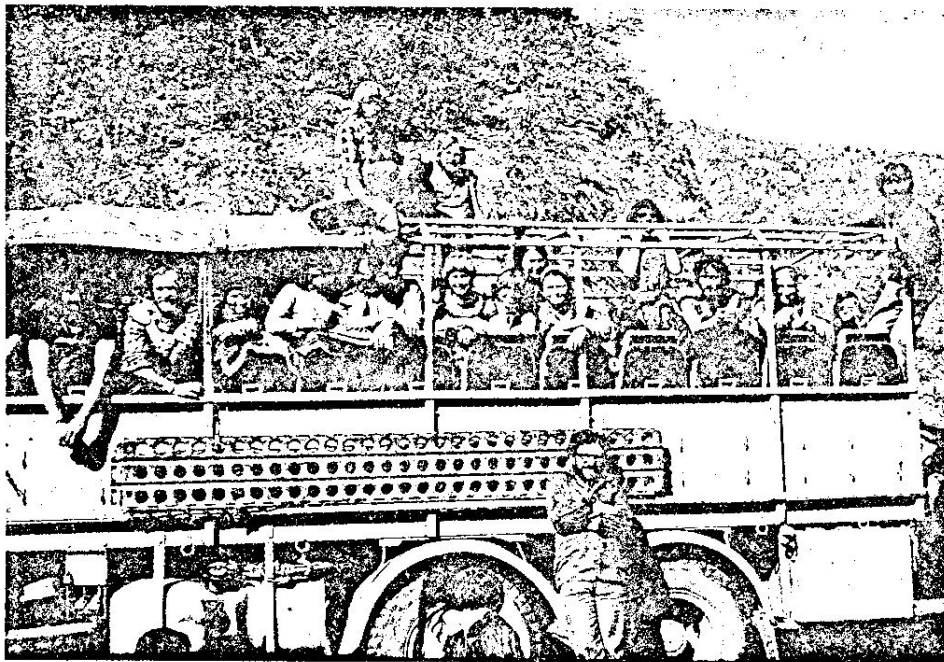
The following letter is from Mr C A Samphier, St Albans, UK :

Dear Sirs

I am writing to thank you and your organisation for a fabulous (L-K) trans Asia trip 4 Oct - 19 Dec 77. Bill Wallace was a superb leader/driver and whilst it would be silly to say there were no criticisms at all, I, and I'm sure all on board, had a trip of a lifetime. Certainly I would gladly go again - tomorrow if it were possible !

Thanks again - you may like to see this photo which I have circulated to all participants today.

CAS



BY CONTRAST

An extract from a letter received by TFA in which a traveller was critical of her 11 months of general travel :

Katmandu-London with Encounter Overland

Departure date : 15.3.77.
Cost : Approx. Aust \$935 ea.
Verdict : Absolute "rip-off" ! No way would I recommend this tour to my worst enemy.

There is definitely no need for trucks to travel across Asia. The roads are good all the way and we did not travel anywhere that an ordinary bus could not go. This even includes the desert in Iran. We often went six nights without a proper wash which is not necessary. I certainly do not mind "roughing it" when circumstances necessitate but the overland route is reasonably civilized and does not warrant this mode of travel.

We spoke to many people in London who had travelled overland by truck and hardly any of them would recommend it. The exceptions were those who departed Katmandu in May/June/July and were able to travel through the northern route in Afghanistan where a truck is needed.

We met many people who had done the overland trip with Sundowners. They all enjoyed it and after taking the basic cost of their tour plus what was spent on food and accommodation their overall cost was no more than the inclusive cost of Encounter. For the same money they had travelled faster between towns, had virtually dust-free travel, stereo music and showers most nights. They also tasted more of the local food than us and saw a lot more of the towns as they were centrally located in cheap hotels and not camped in dusty bowls miles from anywhere. There is not much to see between towns so why camp?

(Conclusion)

This is not intended as criticism of the leader/driver. But the sun doesn't always shine out of the "O" of Encounter Overland. We are trying to find out the nature of the "rip-off". It is a reminder that there is room for improvement, in this case to have been more ambitious ... and we're all for that.

ALJ

PS: she's not the only one she wishes she'd gone with Sundowners!

Foreign Exchange		Selling Rates		Transfers	
Country	Banknotes	Transfers	Banknotes	Transfers	Banknotes
Algeria	7.61	3.67	dinar	14.50	schillings
Austria	31.00	14.50	francs	31.40	francs
Belgium	1.1050	223.75	CFA franc	5.5675	kroner
Congo Rep.	5.4150	4.1475	markkaa	4.0850	francs
Denmark	4.6725	2.0150	marks	1.9925	marks
Finland	35.00	1.0850	new cedi	34.50	drachmas
Germany	7.62	7.7650	rupes	67.54	ryal
Ghana	62.75	15.23	pound	842.00	lire
Greece	12.00	848.00	yen	237.00	shillings
India	842.00	7.95	dinar	0.2575	lire
Iran	235.00	2.59	dirham	4.16	guilders
Israel	0.2575	2.13	naira	1.05	0.5850
Italy	2.59	5.15	kroner	9.54	rupes
Japan	6.63	39.00	escudos	0.9425	rand
Kenya	39.00	81.25	pesetas	79.50	pesetas
Kuwait	0.9425	4.47	kroner	4.57	francs
Lebanon	81.25	1.79	francs	0.3934	dinar
Morocco	4.47	0.4210	pound	15.50	pound
Netherlands	1.79	25.75	zaire	0.7775	zaire
Nigeria	25.75	2.00	2.82	pound	1.65
Norway	2.00	1.65	2.82	pound	2.01
Pakistan	1.65	2.01	1.9550	pound	
Portugal	2.01				
South Africa					
Spain					
Sweden					
Switzerland					
Tunisia					
Turkey					
Zaire					
Rep. of Egypt					
Great Britain					

Based on February 24, 1978. Rates supplied by Foreign Commerce Bank, Inc., 82 Bellairgrasse, CH8038 Zurich. Branch office in Geneva.

SOUTH AMERICA

Barranquilla-Rio 15 December 77

Leader : Paul Cunnington

EDA Asuncion 30 March

Vehicle : RHS 301M (Dodge)

La Paz 10 Feb : Lima - Nazca - Abancay - Cusco - Macchu Picchu -
Sicuari - Puno - Desagero - La Paz.

Visited ruins of Pachamac out of Lima. Both fan belts disappeared en route to Nazca so we drove on a mutilated pair of tights as spare belts were too small.

Three of the group took 45 min flights over Nazca Lines for US\$23, and they were highly impressed by their excursion. The road to Cusco was wet and difficult, we took 3½ days with the truck which was very difficult to start in the mornings. Eventually I discovered an excess of ether was the only way after a 2 hour session one morning. Met TT in their Dodge 600 bus - apparently their chassis' not strong enough.

Stayed for 2 nights in the Hotel Americana - definitely recommended although prices have risen 30% on 1 Feb. (Macchu Picchu entrance is now 650 soles i.e. US\$5 approx). The group went up Macchu Picchu but I had to stay for 2 nights at Aguas Calientes as landslides delayed the trains. I worked on the truck at INCA Motors and eventually met up with the others at Ollataitombe. Two days were then spent touring the sites of the Cusco area. Unfortunately we missed out on the Pisac Sunday Market, but altogether the seven days in the area were highly successful.

Then 5 eventful days to reach La Paz over appalling roads. Got the truck bogged twice for a 4 hour session of digging each time. Once on a diversion 40 kms north of Sicuari via Yanaoca as the other road was flooded. The second time happened after visiting Baros Ulluminis, which are hot baths 8 kms from Sicuari. We camped up there one night and on the drive down in the morning the truck slid sideways into a stream that was sharing space with the truck. To see the ladies redirect the stream and then dig out the truck using mostly cutlery (surely proves Ian, that I've at least got the harem organised)! Took the trip to visit the Uru Indians from Puno - one girl was actually attacked by a group of children over two bananas.

After a group discussion we crossed into Bolivia via Sesagedero and visited ruins of Tihuanaco. Forced to spend 4 nights in La Paz as had great difficulty retiming pump/engine after MacDonald's hopeless efforts in Lima. A manual (engine) would have been most helpful.

Left Friday 10 Feb to visit Coroico only to find the road blocked by an avalanche 70 kms in. Today we're returning to La Paz and then onto Oruru, etc. PC

Rio-Barranquilla 26 February (originally 9 Feb) Leaders : Allan Townsing

Pat Taylor

EDA Asuncion 26 March

Vehicle : Y39839 (GMC)

We're pleased to welcome back Big Al into South America, from where he's taken over from John Wilkinson as leader. There have been many problems with the truck, not least of which are mechanical. Janine Thomson flew from

San Francisco with spares for the GMC and then acted as courier/guide for the group whilst Pat and John worked on the truck. We've since heard that the group left on 26 February in good spirits and thanks must go to Janine as well for her part in keeping the group together. Best of luck to Al and Pat for the trip and we're expecting John back in London in a week's time.

Peter Amor, marketing director of Trailfinders, was killed in a car crash as he drove to work from his Portsmouth home on Monday morning, February 13.

Peter, 44, was a co-founder of Trailfinders in 1970 and was widely known in the travel industry, particularly for his production of the quarterly overland travel magazine, *Trailfinder*.

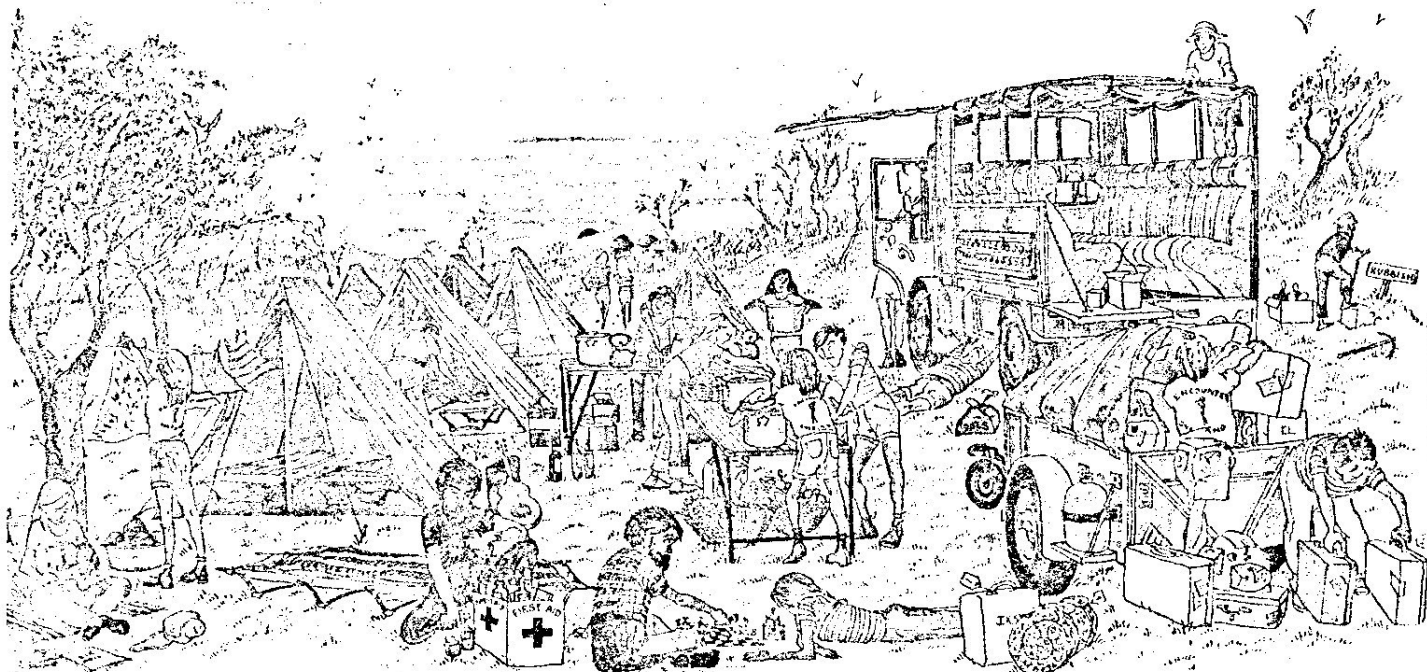
Before the Trailfinders venture, Peter served nineteen years in the army, most of them with the Special Air Service.

The staff of the *Express* wish to offer their sincere condolences and sympathy to his wife, Mary, his three children, Christian, Joanna and Andrew, and to all his many friends.

Since the foundation of Trail Finders, Peter Amor has been a good friend of EO's. No organisation has done more than Trail Finders in the propagation of overlanding and Peter has played a key part in a sales and promotional capacity.

Trail Finders, I'm pleased to say, show every intention of going from strength to strength here in London - which is exactly what Peter would have wanted.

ALJ



LINDA's DIARY - The Final Stretch. (Barranquilla-Rio 15 Oct 77)

Linda Banks has returned to work at EOL on 13 February and brought with her the final edition of her South America travels, datelined Hotel Globo (Annexo), Rio de Janeiro 6 Feb.

Sweet People - (as one of our Swiss friends calls when she's about to serve dessert)

My last letter left you heading far south in Argentina, towards Tierra del Fuego. I can't believe that was 2 months ago and now the expedition's over and I'm winding down with a few days in glorious Rio - everyone else is winding up, throwing themselves headfirst into the madness and gaiety of the world-famed Carnival ! Well, I'm dipping a cautious toe into the whirlpool but perhaps in a less zestful way than some of my ex-fellow EMs.

Give me the easier pace down at Ipanema, caught somewhere between the dazzling white of the sand and the searing blue of an endless sky, turtle-torpid under the crushing sun. The surf beats like a metronome beneath the over-riding rhythms of street bands all around and soft Atlantic breezes tease at the palms along the boulevards. It's all 'go' on these EO trips.

But let me take you back to the hard life.

Comodoro Rivadavia is a big oil town on the eastern coast of Argentina and the point where we really began the run to Tierra del Fuego. There are several hundred kilometres from here that are flat and monotonous and which we will have to cover again on our return journey. We'd made a change in our plans ("flexibility is the keynote of Encounter expeditions") and decided to head straight for Ushuaia, taking in Lago Argentino on the way back. Five days of long driving lay ahead and while I say they were monotonous, the physical aspect of the land was relieved by the numerous sightings we made of local wildlife. Solitary guanacos (cousins, again, to the llama), fleeting long-eared hares, small groups of the emu-like rheas with their soft grey plumage and ruffling petticoats of white as they bob away into the dry pampas grass. Very occasionally, as a rare treat, we'd glimpse my favourite South American animal, the armadillo, making a hasty dash across the path of the truck and all efforts to catch up with one failed miserably. About 20 kms on from Fitz Roy, we detoured right for another 85kms to take a look at the mysterious Bosque Petrificado - a petrified forest of amazing huge tree trunks and vast areas of strewn stumps - and returned to the main road next day, very impressed. On and on our road continued, broken at infuriatingly regular intervals by wide cattle grids, reminding us that we were actually travelling through several great 'estancias' all the way down to Tierra del Fuego. San Julian, Piedra Buena, Rio Gallegos - the towns en route steadily clicked by as we consumed miles and days. At last to Balsa, after crossing the border back into Chile and being delighted to learn that our TV debut in Santiago was seen even this far south at the guardpost. GMC was one of four vehicles loaded on to the ferry "Patagonia" for the 1/2-hour sailing across the Straits of Magellan, accompanied by schools of leaping and diving black and white porpoises that crossed and re-crossed our bows and gambolled in the frothing wake. The truck rolled off the creaking ferry and we were actually on Tierra del Fuego !

Our stay in Chile here was short and some little way on at San Sebastian, we crossed into Argentina once more, not without our first experience of having to unpack every piece of luggage and subject ourselves to a thorough search of belongings and the truck. In recent weeks, there has been renewed trouble between Chile and Argentina over the ownership of a small group of islands south of Ushuaia and police checks and military patrols have been stepped up. We were to become the victims of several more random military checks at lunch-stops and evening camps before our visit to this area was over. A quick stop at Estancia Viamonte en route to Ushuaia and a chat with the British Vice-Consul there set our minds a little more at rest and he assured us we had no cause for undue concern.

The terrain changed radically from pampa to heavily-forested hills and silver-blue lakes and then, to our left, the cold grey of the southern Atlantic Ocean. Ushuaia - there she was, the southernmost city in the world ! Really quite a small town that must consist half of workers in the fishing and freighting industries and half of tourist shops and restaurants that open their doors only in these summer months. Although we were fortunate in that this area was experiencing "the best weather in ten years!" you could imagine how bleak life must be here when the snow lies thick on the ground and those fierce Atlantic gales tear in around Cape Horn and up the Beagle Channel. But at this moment it was all sunshine and balmy breezes and a dozen different accents assailing our ears as we found, somewhat taken aback, that a large number of tourists of every nationality make this "expedition" to the far distant south. Granted that many of the German, Japanese, American and mixed European travellers fly in from Buenos Aires and stay only briefly but there, too, were Aussies, New Zealanders, British and South Americans who'd driven down in their own vehicles and who would spend many days in the National Park areas of mountain and lake. Even celebrities, it seems, come to Ushuaia - Prince Bernhardt of Holland flew in over our heads and boarded the luxurious "Lindblad Explorer", the well-appointed cruise ship that makes highly-priced two week voyages down into Antarctica.

Our ensuing 2½-days were spent languishing, for those of my inclination, in a campsite most beautifully situated deep in amongst the forests, outside Ushuaia, and beside a cold, wide river that meandered past beaver dams further on and slipped unhurriedly down to the Channel. Facilities here were unsurpassed by any hotel we'd stayed in and there was that sense of well-being and good life that comes as a result of deliciously hot showers and long-awaited clean clothes and a hearty meal of barbecued lamb and potatoes baked in the fire. Singing around the campfire, a drink in your hand and enjoying the crisp, clean mountain air - you know, this is what the brochures always tell you it's like !

As we leave Ushuaia, the weather has already begun to change. This is Tierra del Fuego as we all thought it would be - the sea is a steely sheet of water, whipped into violent peaks of white by a terrific wind and dark clouds are banking up on the looming mountains behind the town. Pulling our jackets closer round us and heads down, we push our way back up across the borders and make for Porvenir, where we can take another ferry across the Magellan Straits for Punta Arenas. This time it's 3 hours to cross and to arrive at the biggest city in this region, again now in Chile - my passport is peppered with entry and exit stamps in and out of Chile and Argentina and we're not finished yet. Punta Arenas to Puerto Natales and this run is far colder than the downward journey. In this town, we're interviewed by the local newspaper - fame does get boring ! - and I'm glad

we couldn't stay around for the following day's edition to hit the streets, with a photo of this strange, lumpy creature in Bill Wallace's down jacket, only fingertips, feet and eyes visible and striking a cheesecake pose across the sandmats ! We had hoped to proceed much further north in Chile, towards the twin mountains of Payne Towers and find a way to cross there into Argentina but discovered that the enjoining road between the two countries stops 10 kms short on the Argentine side. There is another town half way between Puerto Natales and Payne Towers but while there's a road there, there is no frontier. So it means making our final exit of Chile here and re-entering Argentina at the sprawling, industrial town of Rio Turbio just before dusk, to camp in fields of white clover and daisies a little way along the road to Calafate.

As we approach Calafate and Lago Argentino, the temperature drops further and the wind increases. It's a long 'pampas' day and we sit almost immobile, buried in down jackets, gloved and muffled and swathed in blankets and ponchos. Can you imagine what it's like getting out of these things in a hurry when we have a loo stop?!

At lunchtime, we're flat on our backs on the ground, like so many multi-coloured, beached whales, in order to present the lowest profile to the wind. What seems like days later, we're suddenly in Calafate and after a little 3-hour rest for dear GMC in a nice garage bay, head for the far end of Lago Argentino and our first breathtaking sight of the Moreno Glacier, the only growing glacier in the world and one of the most magnificent sights in a South America full of spectacles.

The next morning's eager arising is greeted miserably by drifting sheets of drizzling rain. I guess our luck couldn't hold for ever and this is the first continuous day of rain we've had. It drips from the trees in a steady drumming on the sodden flysheets and runs down our necks as we scamper from tent to truck and back again. Oh well, out with the wellies and waterproofs and down to the lake's edge, determined to see more of this wonder of nature. There is an eerie atmosphere in the silence of the water and the shore. Large icebergs appear out of the mist, chunks that have broken off the glacier and fallen into the lake, and they drift noiselessly by and vanish. Mountain peaks look out of the clouds for an instant and then retreat and here and there, big birds glide down, shining and wet, and wheel upwards again. And the only noise is the thunder of the unseen glacier, moving and breaking as it creeps inexorably forward into the lake. A 10km walk around the shoreline brings you right on to the glacier itself, a high wall of electric-blue ice that is just suddenly there in front of you. From a higher point on the road, you can clamber down on to it and it grinds and cracks around you, shedding boulders of ice from its face with explosive rumblings. This is awesome in every sense of the word.

The following three days after our reluctant departure from Lago Argentino were unforgettable only for their monotony as we once more pushed up through Santa Cruz and Comodoro Rivadavia, over the same pampas we'd crossed going south. By 19 January however, we were leaving the main route north to cut over to Camaronas on the coast and take a look at the incredible penguin and seal colonies. Well off the beaten track, it's possible here to move down amongst the penguins and sit within inches of them, photographing to your heart's content, or just delighting in their comical activities as they hop in and out their burrows, or march in long, prim lines, Chaplin-fashion, down the pebbled beach and step daintily into the water,

one at a time, under the watchful eye of some sturdy matron (or patron?). The seals, in their high rocky inlet further round, present a different picture, slipping down into the dark green water as the sea surges up the cliffs and literally frolicking in the swells, falling over and around each other, thumbing a flipper at the crouching onlookers above them.

Of course, we were to see more sealions, and the famed sea elephants, out of Punta Norte on the Valdes Peninsula next day. These were fur seals and larger than the small group at Camarones, in harems of twenty or more and closely guarded by the great, heavy-shouldered and maned bulls. And amongst them, like wet boulders, the gargantuan sea elephants! Gigantic beasts of 12-15 ft long and when they moved, they bucked their massive forms along the sand like huge slugs, managing to progress only a few yards before dropping to the ground once more. They were fascinating to watch and we learned that these we could see were only the young males and females. Full-grown adults would not appear until August or September before the breeding time. At that time, too, come the killer whales, to launch themselves at the beach and snatch new-born pups in their jaws, before wriggling backwards into the deeper water. A young man, studying the sea elephants here, told us that the whales are around all the time and their fins can be seen offshore in the morning and at dusk but we weren't fortunate enough to witness them. Enough that we'd been given the opportunity to see the creatures we had, for this is the only place in the world the sea elephants can be studied - what a lot of "only - in the world"'s South America has !

Our progress took us still north and when we reached Bahia Blanca, six of us made a temporary departure - five to go to Buenos Aires and one straight through to Montevideo in Uruguay. I won't begin to try and describe the marvellous time we had in BA, undoubtedly some of the fun attributable to being away from the group and on our own for awhile (and I'm sure the remainder enjoyed the diminished numbers as much as we did). To me, a beautiful city, albeit expensive, and we quite led the high life there, eating even bigger steaks than we'd begun to get used to on the road and luxuriating in comfortable beds in a slightly plusher hotel than we'd experienced before. Zipping here and there on the excellent underground system Buenos Aires boasts, the "subterraneo", and gaping at the sophisticated shops and elegant people. Three days in this lovely city was enough to relax us, decimate our finances and make us feel sufficiently scruffy that almost with a feeling of relief, we took the bus for the 22-hour journey to Asuncion to rejoin the trip.

Crossing the Paraguayan border brought such a contrast, so abruptly, that you had to blink twice. For all the remoteness and the natural splendour, Argentina and Chile are very modern and up to date countries. We'd long left behind the Indians and the backward villages and archaic life-styles. Yet, suddenly, here was tropical foliage, palms and dense undergrowth, unpaved streets and dusty compounds with tumbling houses of mud and corrugated iron, ragged children and slow-moving animals pulling wooden carts. The bus crossed the Pilcomayo River on a chugging, flat-bottomed ferry barge and you could see Asuncion in the near distance. Admittedly, the city belies the image the countryside presents and is of a reasonable size and modernity, with tall buildings, trams and the veneer of a go-ahead metropolis. But different all the same. The handicraft stalls along the sidewalk ; the old women sitting, fanning themselves in doorways and the men and children sprawled in any shade they can find during the siesta hours, sleeping, talking, lazily swatting at insects ; the lackadaisical

attitudes at the post office and the long-accepted inefficiency that speaks of sleepy Latin countries - where they check for your mail under the initial of your middle name and cheerfully tell you "no" time and again - and the "mañana" - outlook on life in general. I like Asuncion, despite its clammy heat and frustrating lethargy, and it pulls you right back into South America as you think of it.

Iguassu Falls is the penultimate treat on the southbound expedition, reminiscent of Victoria Falls on a southbound Africa trip. The Handbook calls them "the most overwhelming sight in South America" and I could go on to quote all the technical details to substitute this claim. Suffice to say that they live up to their description. There are innumerable high cataracts and wide falls of water, plunging over precipices at an incredible rate and crashing on to the rocks below with such force as to create perpetual high clouds of mist that drench you as you crane over parapets to glimpse bright rainbows, arching out of glistening forests. You can spend hours trailing along catwalks above the Falls on the Argentine side, leaning here over the San Martin Falls, here the Mitre and the Bossetti, the quieter Two Sisters, or the roaring, threatening, mighty Devil's Throat. Or spend time the next day back on the Brazilian side where the Falls can be viewed as a whole, although from a greater distance, a complete picture of force and beauty.

And so to Rio. Rio de Janeiro, one of the most alluring and exotic-sounding cities in the world ! And surely placed in the most beautiful setting, with its brilliant green mountains fumbling down to an azure sea over white-sanded beaches and its palm-covered islands just off shore. To drive in along its sweeping bays, past the beaches of Ipanema and Copacabana and Flamengo, and to see the long line of its harbour, with the Sugar Loaf rising over the southern end and the outstretched arms of the giant statue of Christ the Redeemer on the top of Corcovado encompassing the whole superb panorama. And right now, there is the fever that is Carnival ! Four days of parades and dancing and ~~samba~~ music that goes on right through the night into early morning and even afternoon. Perhaps a few hours respite in the mid-afternoon before it all begins again in the early evening. Thousands of people in the centre of town, many in fancy-dress and costume, (or even 'drag'), walking around the streets, breaking into sambas at the merest hint of percussion, laughing, yelling, and joking - making Carnival !

And here am I. South America is almost an experience of the past for me already and I'm trying to cram far too many souvenirs and memories into my luggage than I can hope to carry back to England. It's a little sad but I'll have to confess to a little excitement as well, to be coming home soon. Even if it is cold and miserable and I'll have to get used to working again all too quickly. I've loved South America and her people, for all the rigours of travelling the way we do, but I do miss London and "my people" at EO and will be as happy to see them as they will be to hear my voice again ! In fact, by the time you get to read this, I'll be back and everyone will already be thinking "Has it really been four months?"

Love to all, Linda.

Operationally this has been a quieter month than usual, however we've had one major problem in South America that has since been stabilised. There have been three other departures which went off smoothly and on time from Katmandu, Johannesburg and London.

South America

John Wilkinson completed a successful expedition finishing in Rio on 3 February in time for the Rio Carnival. Pat Taylor, a newcomer to EO but experienced in SA, flew out to assist with the turnaround in Rio. The turnaround was complicated by the fact that the majority of garages and shops were closed over the carnival period. Despite this the group left on schedule on 9 February, only to break down 50 kms out of Rio with a big end bearing collapsed.

We received a telex on this problem on the evening of the 10th, Janine Thomson flew down to Rio from San Francisco on the morning of the 16th with the new crankshaft and bearings. Her role was to take the group on a 6-day trip by bus down the Brasilia coast, while John and Pat repaired the truck. The group returned in high spirits on the 25th and finally left Rio on the 26th with Al Townsing taking over as leader, with Pat as second driver.

Allan Townsing

Al has rejoined EO after a 2 month break in Australia. He flew to London from Australia last Thursday (23 Feb) and was on his way again out to Rio on Friday to lead the northbound Rio-Barranquilla expedition with Pat Taylor. We all welcome him back and wish him well.

Green Card Insurance

Cover is for the specified trip and drivers only and is full third party and unlimited passenger liability. The period is 14 days only and extends from UK, through Europe and includes European Turkey.

Neither Asiatic Turkey nor any areas east of Turkey are covered. Drivers must therefore continue to obtain local cover in Istanbul and eastwards.

Eastbound trips will leave UK with their green card ;
Westbound telex/cable EOL from Kayseri and give date LEAVING Istanbul. Cover will be issued by EOL and the green card sent to the driver at Londra Camping, Istanbul. Ensure that accurate date of leaving Istanbul is given as cover, being valid for only 14 days, may expire before you reach UK if you ask for it too early.

In the case of small mishaps in European Turkey, make reference only to local cover. This is simpler and keeps our record with UK insurers clean.

Each driver should have with him at the start of each trip an insurance claims form (which will be given to you in plastic) so that any accident may be correctly and fully reported immediately.

Next of Kin Lists

These must be sent in within 48 hours of trip departure - accidents do not wait until you've got the list back to us.

Entry into UK

All EO trucks entering UK must off-load ALL EMS & LUGGAGE within the Customs area and onto the coach. The truck must travel within UK empty of Expedition Members and on trade plates (which come down with the coach) to comply with road traffic regulations.

Safety Award Claim

There are still a few outstanding claims to be sent in. The panel mentioned in last month's ENFLASH will consist of for assessing claims will consist of Bill Wallace/John Clark and myself.

Katmandu

Derek Biddle returned to Katmandu from his holiday in South East Asia on 12 February. Rein Kamar set off to a very smooth and professional start on 21 February. The turnarounds are proceeding very well on schedule under Derek's tutor-ship.

Girlfriends

Over the years, men in this organisation have got their knickers in a right twist as a result of self inflicted complications. Not all instances are historic.

Kindly note, remember and apply the following :

1. An opportunity only exists to suggest a girlfriend might join you if a genuine vacancy exists. It is the hot seat that decides, preference is usually given to a trainee.
2. It is foolish and unnecessary to be party to schemes which are based on presenting EO with a fait accompli.
3. Leader/drivers need to have completed a minimum of three trips.
4. The cost will be 25% of the £ price. Girlfriends become signed up and contracted Expedition Members, with all the usually necessary red tape (signed booking form, insurance, tickets out, etc) applicable to EMS.

Failure to follow these pre-requisites is a clear breach of directives and of confidence and it will be viewed very seriously indeed.

Tony Jones

Will be going to South East Asia on approximately 5 March with Martin Watkinson and expects to be away for 5 weeks or so. The brief includes "Gypsy" and a visit to Burma. Tony will also visit Katmandu and Martin will lead the 4 April back from there.

Photos of Sharp End Personnel

Angela still hasn't got everyone's passport-size photo, as requested in previous ENFLASHES. Photos are still required from the following :

Simon Strong, Bill Wallace, Fred Tobler, Jerry Creamer, Rein Kamar, John Clark, Penny Stone, Jan Chignall, Wally Jones & Rob Rumball.

New staff are also included in this list, namely :

Ian Johnstone, Kevin Heeley, Lindi Wall, Chris Mitchell & Jim MacDonald.
IW

BILL WALLACE AT

Wren Park

G'day All !

This will be a very brief bit as I have left it to the last minute to do it. Something I have been planning to say for a while concerns the fire extinguishers we are using. The blue dry powder extinguishers are prone to the powder shaking down and compacting. They should be given a regular shaking upside down to keep the powder free. Once used, they are no longer any good to leave in the vehicle because they cannot be re-used. Wren Park must be told on return if they have been used, though it may be possible to recharge them in some places on the road.

The green ones are liquid chemical and are sealed and therefore require no maintenance until used. If used very briefly, they will last quite some time without deterioration, but once again, Wren Park must be notified on return. It is also essential that any use of the extinguishers is noted from driver to driver if a truck changes hands, or driver to Wren Park on return.

Lastly, under no circumstances are either type to be discarded after use.

New staff to join us at Wren Park during February are Dick Wheaton, Chris Mitchell, Lindi Wall and Jim MacDonald. Welcome, and we look forward to a long, and mutually rewarding, career for you with EO.

Wren Park continues to function and as always is very busy. We bought two new M types, both military, and are looking for a Dodge for South America.

All the best, cheers,
Bill.

ANGELA IN LONDON

February movements have been numerous, and because so many of the movers have been staff in and out of the London office (accent on the female side), the impression to me is of 'musical girls' flying from one end of the earth to another. In fact I'm the only female who's NOT had to change her chair (and typewriter) for another.

We're very pleased to welcome LINDA BANKS back to London. She arrived on 10 February and is back at the shop at 280 Old Brompton Road, refreshed for selling the EO experience. Linda seems to think it's more fun than pushing a truck around South America and living out of a dufflebag, (but "It's a very beautiful continent and there's so much to see"). She's now daily sporting a beautiful alpaca poncho and a rapidly wilting tan.

JAN CHIGNALL is welcomed back to EOL as well. She arrived from Johannesburg on the 17th after an absence of almost 7 months, having filled in for ANNETTE LEUTERT while the latter was doing her Asia trip. Jan at the moment is doing Penny's job (i.e. keeping the bookings record up to date, confirming places, etc and doing the fortnightly stats for other offices and agents) whilst PENNY STONE has been on the Swiss promotion tour run in conjunction with SSR centres throughout Switzerland. Penny is now having a couple of weeks skiing holiday before returning to London and her usual desk.

HEATHER KERR leaves on 4 March to work in the San Francisco office. She will be sadly missed here as our efficient 'visa officer' and we wish her all the very best in taking up her new role there, with Janine. Jan takes over the visa and predeparture job from Heather.

JANINE THOMSON has been acting as tour guide/courier for the northbound Rio-Barranquilla trip which has been delayed with mechanical problems. (Ian expands a bit more on the problems of that expedition.) Janine is due back in SF on 2 March, and in the meantime ANNIE MEAGHER has been looking after the office on her own, after being called out of her 'retirement' which took effect in December.

Male staff flight movements include TOM COLVILLE to Katmandu on 18 Feb and DAVID HUNTER on 25 Feb. JOHN WILKINSON will be flying from Rio to London during the first week of March. PAT TAYLOR flew to Rio early in Feb and ALLAN TOWNSING from Australia-London-Rio. HALFORD HEWITT and JERRY CREAMER will be flying from Joburg to London during the early days of March.

ALJ and MARTIN WATKINSON will be leaving for South East Asia during the first week of March, however it will be to coincide with the finished BRIEF ENCOUNTERS brochure.

February has also seen the arrival of our new pre-departure booklet, which gives basically the same information as before, though up-dated, it's in book form which makes it easier to read and retain, and it's also alot more attractive. Lists for clothing, etc, are now part of the booklet. Each trip, however, has its own set of pre-departure booklets made up with the aid of our trusty (?) Xerox machine.

Speaking of which, we've just taken delivery of a new Rank Xerox copier which is basically the same as the old one but has the added advantage of a collator, and promises that it will work for longer periods before having to call a mechanic ... As you can imagine I'm particularly pleased because of the time saved sorting, among other things, the ENFLASH pages. It really is a nice machine to use. And because the new machine is slightly larger we've moved the telex to another spot deeper in the office (near the hot seat door!)

Mike Robinson, before going off for a couple of week's skiing with John Scully (ex-driver for those of you who don't know!), fixed up quite a bit of shelving in the office and has taken some of the old down. He's done such a brilliant carpentry job one wonders why he spends his time as an expedition leader!! When I asked Mike about his obvious carpentry expertise, his answer was "Oh-er not really, it's just that no-one else here knows anything about it".

With that in-depth observation I'll leave you. Au revoir ...
 aoh



TONY LIKES THE FILM SHOWS PROFESSIONALLY DONE &
 ITS NICE TO SEE ANGELA THROWING HERSELF INTO IT.



IF YOU REALLY
 WANT TO SEE
 THE WORLD
 COME AND WORK
 FOR EO- AND
 HAVE A SEXCHANGE

ALLAN TOWNSING, address now is: c/o H Verso, Haley's Gulley Rd,
Yarrambat, Victoria 3091. Australia.
He started off his note "GDONYAANGEYERABUTY"*. Read on for news
of his life in good ol' Oz. 13.2.78.

THOUGHT FOR THE MONTH

From Revelations 106432 "Bullshit Bible"

Central Heating gives you pneumonia and makes you impotent.

From Revelations 106433 "Bullshit Bible".

Grass is green, Beer is brown, Bare Birds are beautiful.
Therefore, eat more grass, drink more piss and bare more birds.

G'day, this here is Ace Mongrel reporting Eskyside up here in the Antipodes.
Well we're reaching the final stages of inebriation and what a grand battle
it has been. After early spirited challenges from the 'Green Death'
Westend and the 'Sandgroper Syrup' Emu Bitter we are now settling into a
3-way fight with the fast drinkers brew Carlton Draught holding a slight
edge over fizzy Fosters and the Bad Boy Beer, Vic Bitter. The current
tally stands at 369 bottle tops, 26½ barrels and 1011 Ring things.
Reports are coming in here to HQ Eskyside by the hour so standby for
further bulletins. Meanwhile a message from our sponsor.

This month's Boozers Best Bet comes from Cathay Pacific. It has been
reported that there is a free, well stocked, help yourself bar operating
at the rear of all C.P. Hong Kong-Perth flights. According to this
reporter's calculations worked at Ettamogah Pub prices if one can
consume 67 Cuba libres, 24 gin & tonics, 18 whiskies, 92 Cinzano & cokes
and 217 beers then not only do you get a free flight but you get pissed
as well.

STOP PRESS: Another bottle has fallen at the MCG.

NEWS FROM THE OUTBACK: The ruination of the Nullabor has been completed.
They've bitumised the lot. No longer the desert outposts with caged
Cocky's, budgies in the bar and lorikeets in the loo; now just mile
upon mile of dead roos, wood duck tourists and cellophane sandwich
roadhouses. Went for a ride over to Perth for a few beers the other day.
Took two days to get there as we were held up at a waterhole in
Adelaide for a while. Spent a week in the Scarborough Beach Pub, discussions
of a merger were carried out, however she found the terms unacceptable.
However the week was not a total loss as managed to get a good sunburn and
collect numerous bottle tops and ring things.

CURRENT AFFAIRS:- Malcolm Fraser is copulating Australia.

- Gough Whitlam has filed for divorce from Sir John Kerr.
- Bob Hawkes marriage with the Labourites is in jeopardy.
- The proposed merger of sharp end and blunt end suffered
a setback when Ian Way was seen sleeping with A. Truck.
The situation further deteriorated when he was heard to be
whispering sweet nothings into the sump of A. Dodge Truck.

NEWS ON THE LOCAL FRONT: (No allusion to our South American correspondent
intended, although that's a front we all admire.)

HH don't be such a stick in the mud, share the women around.

Some say Livesay use hairspray. Livesay, he say, Fukofsky.

Ettamogah Pub has a good eal going for bulk buys in Stubbie holders, is
ALJ interested ?

* transl: Good on you Ange, you're a beauty.

Yours truly, bearded Bryan and almost married Martin got the wrong impression when presented with personally monogrammed mugs, we thought we must have been special. Under the intoxication of this misconception all sorts of nice things were said about and to Our Father. Owing to subsequent revelations we would like to retract our remarks but how we are going to get all those beers back I don't know. I mean even Ian Way got one.

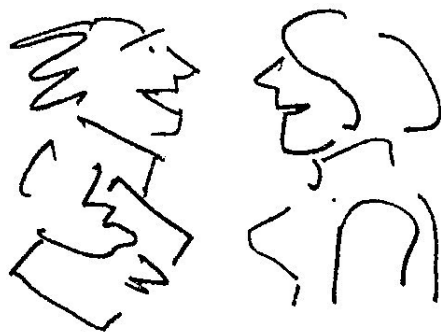
FLASH: Another wicket has fallen at the brewery.

THE NEWS IN BRIEF: and now for the weather - it's a lousy day today and if it doesn't improve it will be lousy tomorrow. Had a game of golf the other day, didn't play too bad, got off to a good start, had a bird on the second down behind the big tree in the rough on the left.

Well folks that's all from the Mongrel here Eskyside operating under difficulties. Last pension cheque all gone - Offsider Available ?
AT



I KNOW HES RETIRED BUT LETS PERSUADE HIM TO
COME BACK AND DO JUST ONE MORE TRIP.



I SEE ENFLASH HAVE
DECIDED TO SEND LINDA
OFF ON ANOTHER JAUNT,
JUST TO ENSURE THERE
IS SOME INTERESTING,
NEWS EVERY MONTH.

AS AT 28 FEBRUARY 1978

DRIVERS	DEPARTURE	DATE	LAST CENTRE	DATE	NEXT CENTRE	DATE	DESTINATION	DATE
STRONG	London	8 Oct 77		EXPEDITION COMPLETED			Joburg	4 Feb
HEWITT	London	5 Nov 77		EXPEDITION COMPLETED			Joburg	20 Feb
CREAMER	London	12 Nov 77		EXPEDITION COMPLETED			Joburg	25 Feb
ARNOLD	London	11 Feb	Tunis	20 Feb	Kano	13 Mar	Joburg	2 Jun
ROBINSON	Johannesburg	27 Sep 77		EXPEDITION COMPLETED			London	3 Feb
DUGALL O	Johannesburg	1 Feb	Nairobi	4 Mar	Bangui	4 Apr	London	30 May
WILKINSON	Barranquilla	15 Oct		EXPEDITION COMPLETED			Rio de Janeiro	3 Feb
CUNNINGTON	Barranquilla	15 Dec	Santiago	25 Feb	Asuncion	30 Mar	Rio de Janeiro	5 Apr
TOWNSING, TAYLOR	Rio	26 Feb			Asuncion	26 Mar	Barranquilla	17 Jun
KAMAR, COLVILLE	Katmandu	21 Feb	Delhi	27 Feb	Kabul	15 Mar	London	8 May

FEB 78.

EXPEDITION	EO L		EO J		EO SF		TEL		TFA		IT		SSR		CANTREA		WEST CAN		GOLD		TOTAL
	NEW	CANX	NEW	CANX	NEW	CANX	NEW	CANX	NEW	CANX	NEW	CANX	NEW	CANX	NEW	CANX	NEW	CANX	NEW	CANX	
LONDON - KATHMANDU	12				1 (2)		4						4		1		1				21
LONDON - KATHMANDU					1 (1)				8 (3)												5
LONDON - JOHANNESBURG	1				2		1		1				2		3		2		1		12
JOHANNESBURG - LONDON	1		4		1 (1)			2													8
LONDON - NAIROBI																					
NAIROBI - LONDON					1				(1)												
LONDON - BARRANQUILLA	3		3		1										1						8
BARRANQUILLA - RIO																					
RIO - BARRANQUILLA	1	(1)	2					1					1								4
BARRANQUILLA - TURKEY																					
TURKEY - TUNISIA																					
TUNISIA - MOROCCO																					
MOROCCO - EAST AFRICA 4WKS					2																2
EAST AFRICA 6 WKS																					
SAHARA - SAHARA																					
SAHARA - AFGHANISTAN																					
AFGHANISTAN - NORTHERN																					
NORTHERN - INDIA 4WKS																					
INDIA 4WKS - NORTHERN																					
NORTHERN - INDIA 2 WKS																					
INDIA 2 WKS - SOUTHERN																					
SOUTHERN - INDIA																					
INDIA - KASHMIR																					
KASHMIR - CHRISTMAS																					
CHRISTMAS - SAN FRANCISCO																					
SAN FRANCISCO - PANAMA																					
PANAMA - PANAMA																					
PANAMA - SAN FRANCISCO																					
SAN FRANCISCO - MIDNIGHT																					
MIDNIGHT - SUN																					
SUN - GIPSY																					
GIPSY - PENANG - PHUKET																					
PENANG - PHUKET - GIPSY																					
GIPSY - PHUKET - PENANG																					
PHUKET - PENANG	18	(1)	12*		9	(4)	5		12	(4)			7		5		3		1		63

SOURCE OF BOOKINGS FEB 1978

* Incl. 3 Jan/Nb1

[illegible]

N.B. 5 APL AND 10 MAY J/L COMBINED TO APL 19.

	JUNE	JULY	AUGUST	SEPT	OCT	NOV.	DEC.	1979	JAN	FEB	MAR.	APRIL
BRIEF ENCOUNTERS	11 24 15	22 26 29	5 12 16 21 26	2 6 27 18 21	4 8 25 29	9 16 20 23 30	10 13 20 31			18 21	14 24	4 25
TURKEY		A	A	A								
TUNISIA	A A		A									
MOROCCO	A A		A									
E.AFRICA 4 LWS.	A	A			A							
E.AFRICA 6 LWS.			A									
SAHARA SAFARI		A										
AFGHANISTAN		A	A									
NORTH INDIA 4 WKS.					A	A		A				
NORTH INDIA 2 WKS.						A	A					
SOUTH INDIA							A		A			
KASHMIR CHRISTMAS							A					
BENALPUD SP-2RN				A					A			
COLUMBIA PAN-SK					A						A	
HIGHWAY SUN	A											
GYPHY PHOTOS										A A	A A	A A
GYPHY PENNING		A	A	A A	A	A	A	A				

28/2/22.

DATE

01

557

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