

ENFLASH

AUGUST
1978

SPECIAL "INDIRECT BENEFITS" ISSUE

CHANGE THE AD TO : "NOT
ONLY IS OVERLANDING MORE
FUN THAN FLYING - IT IS NOW
ALSO MUCH
QUICKER!"



ASIA

Katmandu-London 11 July

Leader : Dyfrig Harries

EDA London 25 September

Vehicle: GLP 200J

Kabul 6 Aug : After our stay in Srinigar we had an uneventful run down to Amritsar where we stayed at the Youth Hostel which was quite good. Mrs Bandharis' Guest House is now very expensive. Crossed the border into Pakistan with no problems, and we met Rob and his mini-tour there. The trip is now running well, I'm feeling healthier and less tired and the group are wanting to make a real go of it.

Off-road conditions in Pakistan were very wet and we got stuck a few times. At Peshawar we stayed at Dean's hotel and obtained our 30 day Afghan visas in 3 hours the following morning. (Iran visas available in Lahore under 24 hours.) The border exit of Pakistan was very quick and the Afghan entry a little slower. They demanded 4000 Afs for the Transit Permit, only available at the border for 2 months (Tom heard differently see, see his report).

Camped shortly after the border. At about 4 in the morning we heard men on horseback in the distance, they came quite a bit closer but veered off shortly before us - there was a big ravine there. Everyone woke up, a few were a little nervous, a few just wanted to go back to sleep. Eventually, to be on the safe side, we decided to break camp. It was like something out of the movies! Anyway it got us off to an early start ... we had breakfast later, beside a lake. Everyone was very excited by the whole thing.

Arrived in Kabul 6 Aug, and we're hoping to head off for the northern route tomorrow. DH

Katmandu-London 22 August

Leader : Kevin Heeley

EDA Kabul 13 September

Vehicle: GLW 919J

Very best of luck Kevin with this new group, and thanks for completing a very successful eastbound. Well done.

London-Katmandu 15 June

Leader : Tom Colville

EDA Katmandu 1 September

Vehicle: GNM 152F

Kabul 6 Aug : We arrived in Herat on 26 July and stayed at Salang Hotel. Obtained permits/visas for the northern route the following day. This is not an expensive operation, the sole payment being for official paper at 12 Afs a sheet - one sheet per EM. A standard letter from each requesting permission is processed by the Commissioner of Police, Visa Control Section, and finally the Tourist Office - it took one morning.

The afternoon was spent stocking the truck, mending a puncture, etc, before leaving on the morning of the 28th. The permits were taken at the first police check, 25 miles from Herat. We insisted on a receipt, which worked wonders when produced at Qual-i-Naw, 4 nights en route to Maumana. This was really the best route imaginable for this group. We were woken on the second morning by a 200 strong nomad camel train at 5.30. We bought a sheep for barbecuing from them after a lot of bargaining which was fascinating, but very time consuming. Maumanas tap water was not functioning and in fact water, or the lack of clean water, has been the major bug of the trip. We managed by using the wells in the school yards which seemed cleaner than most and gave no problems. We missed the Doulatabad turning and so failed to cross the desert as per manual, but went on through Andkhui to Shibargan. Never again ! That road is really truck breaking. Beautifully graded but a soaked pebble rolled surface which has broken up. We cracked a leaf in one of the rear springs that day. After a morning of dirty fuel cleanup we reached Balkh for an hour and obtained beautiful clear well water and we filled up the tank.

Up to Mazar-e-Sharif which was enjoyed by all, and then a long afternoon's drive south to camp near Ribat. Up early the next day and we took the Doshi - Bamiyan road and reached Bamiyan at 3.15 p.m. We spent the night at the Bakery at Bandi-Amir - very cold that night for camping

I managed to get my boat inflated next morning and I spent 2 hours on the lakes. I should have some good photos for EO's slide show! Then back to Bamiyan after lunch to have a group meal at the Bakery and a night at the Caravan hotel. Azzim is well and asks to be remembered always! Then down to Kabul on the 5th. One axle drop chain stripped the eye bolt threads and by lunch time 3 leaves in one spring and one in the other trailer spring were broken. None of the group noticed the tinkling chain and this cost us 3 hours while I changed one spring with the spare. We're now camping at Friends Hotel - it's really grotty and they don't seem to care at all - I won't come here again.

One of the Swiss girls lost her passport, money and vaccination card yesterday (6 Aug) on her way to the Indian Embassy to get a visa. It was in a pouch around her shoulder along with one camera and one large shoulder bag - just the pouch vanished. We are trying to get a replacement vaccination card and an identity pass from her consulate so that she can get an exit visa and her Indian visa. The group is generally in good spirits and even the murky water did not prove a set back.

8 Aug : The girl who lost her passport, travellers cheques and vaccination certificate, has at time of posting obtained a temporary pass card from her consulate, an Indian visa and has had a new vaccination certificate issued. American Express have closed their office in Kabul so she has telexed Zurich to cancel her cheques. We have wasted a day here due to this, but it seemed fairer this way; she is coping well with the worry - she is now off obtaining an Afghan Exit Visa. TC

HANDBOOK INFO FROM TOM : MASHAD. Note that the gas station is within 1 mile of Mashad Camping on the other side of the Asian Highway, on the way to Tayebat and behind the industrial area. TC

London-Katmandu 27 July

Leader : David Hunter

EDA Kabul 16 September

Vehicle: GLP 203J

Kayseri 20 Aug : Istanbul - Gallipoli - Ismir - Efes - Pammukale - Fetiye
- Antalya - Mersin - Goreme.

Camped on west side of Gallipoli Peninsula at Jandarma station where they were very friendly. The road from Cannakale to Ismir is now under construction and very slow. Two nights were spent at Fetiye where we used the boat a couple of times. It was fun in the surf but only any real use was as a swimming platform - we're hoping for a decent river some time. Quiet run along the coast and up to Urgup. We'll be having a Turkish bath this afternoon and a disco tonight - they can sleep all day tomorrow (on the road that is).

Isfahan 27 Aug : Hoping to making a little time over the Eastern Turkey stretch by arriving in Tatvan in the evening, catching the midnight ferry, getting off to an early start from Van. It didn't quite work out like that. Arrived Tatvan in the evening and was told that the ferry left at 0830, so we slept on the pier, then waited around until 0950, told the ferry left at 1630 ... so we drove around the lake.

Spent all morning at the border and got into Rezaiyeh just after the banks, etc closed. Changed money and bought insurance in Isfahan. DH

London-Katmandu 17 August

Leader : Brian Scowcroft

EDA Isfahan 16 September

Vehicle: WBH 645S

Istanbul 26 Aug : Bit early to say, but we seem to have a good group. Morale is good and they wanted to go through Europe as fast as possible. BS

London-Katmandu 24 August

Leaders: Alan Townsing
Jim McDonald

EDA Kayseri 15 September

Vehicle: AOR 621J

Best of luck Al & Jim. I'm sure you'll soon be sending us some interesting news. Ed.

London-Katmandu 31 August

Leader : Chris Mitchell

EDA Istanbul 10 September

Vehicle: NAH 814F

All the very best of luck Chris on your first solo-lead trip. Ed.

The next London-Katmandu leaves on 7 September with WBH 647S, led by Mike Robinson.

The next Katmandu-London expedition departs 12 September and will be led by Tom Colville with GNM 152F.

War of Nerves in Kabul

One way or another, this has been an eventful year for a zealous jet-fighter pilot named Abdul Qadir. When it started he was just another fidgety colonel in the Afghan Air Force, itching for an opportunity to point his Soviet-built MiG-21 at the Presidential Palace in Kabul. His chance came last April 27: it was Qadir who led the aerial assault that ensured the success of a coup against President Mohammad Daoud (THE REGION, May 12). With Daoud summarily executed and thousands of his supporters slain, longtime communist Nur Mohammad Tarraki took over as President and Prime Minister. To show his gratitude he made Qadir his Defence Minister. All in all, the year seemed to be shaping up pretty well for the ambitious colonel from the Bagram Valley, just outside Kabul.

Not any more, it isn't. One day last week, 61-year-old Tarraki called together the Politburo of his People's Democratic Party, also known as the Khalq ("People"), to complain that someone was hatching a plot against him. Chief among the would-be usurpers, yelped Tarraki, was none other than Defence Minister Qadir. With that, the obedient Politburo ordered the arrest of Qadir, along with a number of other military figures including the Army Chief of Staff.

Announcing the "smashing of a plot," Radio Kabul broadcast a Khalq message that claimed "imperialists and foreign enemies of the revolution" were intent on wrecking the country. It didn't say what would happen to Qadir and the others, but said Tarraki himself had taken charge of the Defence Ministry. Helping him, the radio noted, would be Deputy Premier and Foreign Affairs Minister Hafeczullah

Amin, one of Tarraki's oldest pals.

What happened? One of Qadir's negative points, as far as Tarraki was concerned, was that the Soviet-trained flier had become a little too experienced in the coup business. It was Qadir who, in July 1973, rounded up the military support that Daoud needed to overthrow his brother-in-law, King Zahir. That takeover was practically bloodless; Qadir, who said after last April's insurrection that he'd ordered his pilots to fire only blanks in their sorties against the Presidential Palace and other points, is said to have been dismayed by the indiscriminate killing that accompanied the latest coup (upwards of 10,000, by one estimate).

In particular, Qadir reportedly was enraged by the execution of Daoud and several high-ranking officials, who were machine-gunned when they didn't immediately obey an order to surrender. Still, less than a week after the coup, and one day after he was appointed Defence Minister, Qadir told newsmen in Kabul that it had been necessary to kill Daoud "because he was offering resistance."

But the fate of the ousted president was by no means all that worried Qadir. In his first public statement as Defence Minister in early May, he asked the world to understand that "our movement is democratic... it is Afghan, and it was achieved independently, without foreign help." That was an indirect reference to rumours that the coup leaders were dyed-in-the-wool communists — despite Tarraki's repeated insistence that they weren't — and that they were, in fact, doing Moscow's bidding.

If the new regime wasn't necessarily in Moscow's pocket, it soon began to

look unmistakably communist. On May 16, the Tarraki government published a decree that said "revolutionary military courts" were being set up. These tribunals, the Administration warned, would hand out summary "justice" — presumably the death penalty — for "any behaviour running contrary to the interests of the people and the state, against the internal or external security of the country, or against the aims of the revolution."

Two weeks later, the Khalq's Revolutionary Council announced that the Palace had been renamed "House of the People," in acknowledgement of "the sacrifices made by the toiling people of Afghanistan." Then, in mid-June, the Administration stripped 20-odd members of the former royal family, including the exiled King Zahir, of their citizenship. Officials also reported that more than a score of Zahir's nephews, nieces and cousins would be tried by the military courts, though there was no immediate indication that they were guilty of more than having the wrong family ties.

Curiously enough, Qadir and Tarraki were still firm friends — on the surface, at least — as recently as June 15, when the Defence Minister was promoted to brigadier-general. At the time, some sources guessed that Qadir was being groomed for a diplomatic mission to the Soviet Union, which had already expressed a desire for strengthened relations. In light of subsequent developments, however, some analysts this week were speculating that Qadir rather than Tarraki was "Moscow's man" and that this was the reason for his arrest.

To support this theory, the analysts point out that what triggered the April

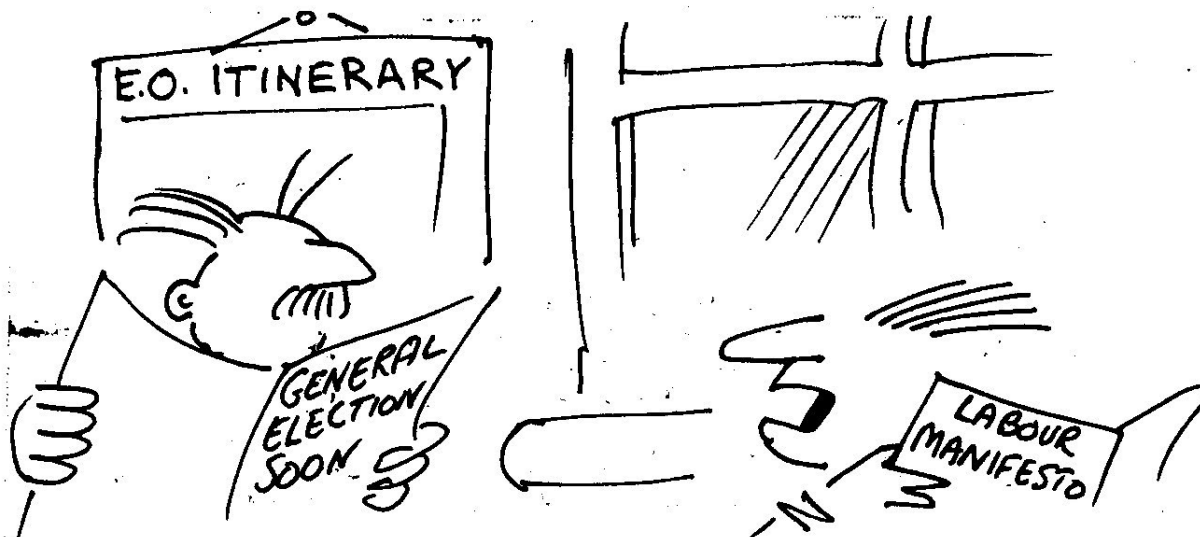
coup in the first place was the murder, ten-days previously, of Mir Akbar Khyber, a volubly pro-Kremlin trade unionist who once edited *Khalq*, the weekly mouthpiece of the People's Democratic Party. (It was banned by President Daoud in 1975.) They reason that Qadir, who later admitted that the killing of Khyber by Daoud's secret police had spurred him into action, was thus on the same ideological wavelength as the assassinated communist.

Further, they recall that Soviet President Leonid Brezhnev, Prime Minister Alexei Kosygin and Foreign Minister Andrei Gromyko all cabled messages of support to Tarraki less than a week after the coup. Since Tarraki at that time was trying by all possible means to show that his new regime was independent of Moscow, the theory goes, it hardly seems likely that the Kremlin would embarrass an ally by showering him with expressions of solidarity. Rather, it now seems that the Russians were not sure where they stood with Tarraki; neither, as things turned out, was Qadir.

That reading of Qadir's true leanings — and the suggestion that Tarraki himself is as independent of Moscow as he says he is — could well prove correct. Administration sources have insisted ever since the coup that theirs is not a communist government but a non-aligned one; more than that, they say the government will rule on a platform of "Islamic values and peaceful coexistence."

For the time being, Tarraki seems reasonably secure. But observers caution that a three-way splintering may already have developed within the Revolutionary Council, pitting those who favour strict non-alignment against those who prefer closer ties with Moscow and others who want to see a shift towards Peking. Plainly, the rumpus started by the colonel-turned-brigadier still has a long way to run.

ASIAWEEK, September 1, 1978



I'M NOT VOTING FOR THESE BLOKES!
IF E.O. GETS ANY BIGGER, THEY'LL
NATIONALISE US!

"IRAN SHAKEN BY MORE VIOLENCE"

(From the London Times
13 August 1978.)

MARTIAL LAW "to protect people and tourists" was in force yesterday in Iran's second biggest city of Isfahan after three days of riots which the Shah's government said threatened to engulf the whole city of almost a million people. Seventeen deaths have been reported, ten of them yesterday.

Hundreds of buildings have been burned. The Shah Abbas hotel, a converted caravanserai once used by camel caravans, was sacked and burned by rioters. It was full of package tourists, most of them foreign, when disturbances began last Wednesday. There was no news last night of the tourists' fate.

Pro-government newspapers have blamed the violence on "extremists resorting to terrorism" to disrupt the progress towards democracy through the free elections promised by the Shah. But many foreign observers say that extreme conservative religious leaders opposed to the modernisation of the country have been exploiting popular unrest. Luxury hotels, banks, cinemas and liquor shops have been the main target of the rioters, most of them teenagers.

Disturbances have also been reported in the capital Tehran, where the American club was attacked in a prosperous residential quarter, at Shiraz, where over 200 people were injured,

Khorramabad on the Iraqi border and Tabriz.

Isfahan was under the control of the Iranian army yesterday. Crowds usually seen around the bazaar were absent. The only throng was at the martial law headquarters, where industrialists and factory owners lined up to obtain curfew passes.

Frank Giles writes: This latest round of violence is a continuation of the clash between the Shah and his regime on the one hand and the traditional conservatives and Shiite (Muslim) leaders on the other.

The Shah's system is autocratic and centralised upon his own person and authority. But the real cause of the unrest is that his reforms and modernisations are in direct contradiction with the traditional religious and social beliefs represented by the "black" elements who have always opposed the Shah's programme.

Whether his throne and dynasty are in danger depends in the last resort upon the armed forces. If they remain consistently loyal, then no effort, it seems safe to say, can upset the status quo. But the extent of the pressures upon the Shah can be judged from his undertaking, given last week, to provide for free elections, a free press, and freedom for peaceful demonstrations. So far, such freedoms have been conspicuously absent from Iranian life.

SOUTH AMERICA

Rio de Janeiro - Barranquilla 11 May

Leaders: Paul Cunnington
Dick Wheaton
Vehicle: RHS 301M (Dodge)

EDA Barranquilla 2 September

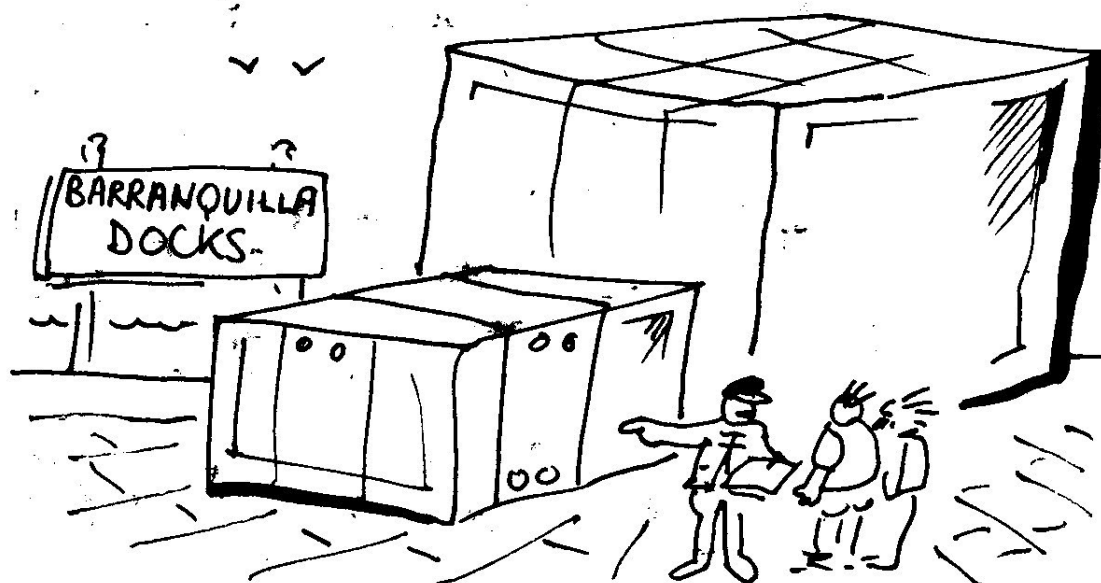
Trujillo, Peru 7 Aug : (excerpt from report). In Lima I spent two complete days fighting the Aduanas at the airport. I'm afraid it stretched my patience well beyond breaking point, but in the end we did manage to procure the windscreen for only \$37 import duty.

Dick Wheaton arrived in Lima on 3 Aug, bringing in all the engine parts without any problems, and within 6 hours was working at the garage - not much change from Wren Park really!

During the innumerable breakdowns we've had I've been overwhelmed with the help and patience I've had from the group. It's nothing to have up to six people working on the vehicle at any one time, and while I've been away from the vehicle they've completed a whole series of small jobs. PC

We're hoping that with the advantage of having Dick on the trip and with all the new parts, the final leg of the trip has been a smooth one. Well done with the windscreen Paul. Ed.

THE NEW DODGE WBH 648S, which was shipped out to South America for the 2 September Barranquilla-Rio expedition, has now arrived in Barranquilla. Derek Biddle and Pat Taylor report that there has been some damage (broken windscreen) in transit, but they are now involved in clearing the truck out of customs in preparation for their trip. IW



THIS EEZ THE TRUCK WE SHIPPED SENOR- AND
THE OTHER ONE IS THE BITS THAT "FELL
OFF" ON THE VOYAGE.

AFRICA

London-Johannesburg 6 May

Leader : Jerry Creamer

Arrived Joburg 30 August

Vehicle: LLK 183K

Dar es Salaam 13 Aug : Spent 2 days in Kigali looking for diff - no chance.

So left to collect diff sent by London. On leaving Kigali, third arm top on RHS 2 studs sheared off, I spent half a day getting them drilled out. Whilst I was parked at the post office sending you my telex, someone forced open a small window and broke into the cab and took the medical kit and my kitbag with all my clothes in it. People returning to the truck found the medical kit and the remains of my wardrobe. The guard in the back of the truck heard nothing - and this happened after all the warnings I gave them. Road to the border and crossing was no problem. By the night, the diff pan had 3 holes in it, and I took off the rear prop.

The Mission now charges 5/- a head for camping and use of shower - which doesn't work. Also it's difficult to get water at all. They didn't appear to want us there at all, so it's better to stay in the bush. From Rulenge the road was dry and with steep hills (with just the front axle) LLK wouldn't go up the hills. So I had to put the prop back on and clonk along. Just out of Gaita, bang ... rear wheels locked solid. So I then had to take out the half shafts, put plastic bags over the ends to keep oil in - and away we went to Mwanza. At Mwanza I picked up 2 telegrams, one from EOL and one from JFD, put facts together and got dizzy. Parts being with John in Kili.

With problems like the Kenya border, 3 EMs getting off in East Africa, I had to go to the game parks, so we went round and through Serengeti, Ngorongoro and Lake Manyara. Three really good days were enjoyed by all, even though we got stuck in Manyara for 1 hour, where we saw 10 lions in Manyara with fresh killed buffalo.

~~Had~~ difficulty getting up one steep hill on the way into Ngorongoro, then had to push all the way to Arusha. Stayed one day, tried to ring JFD - no chance. Dropped off 2 Kenya EMs here, the third wanted to climb Kili. I met John just out of Moshi and got the parts from him. He was looking well, with a somewhat green group. Spent about an hour scandal-mongering and also the future of EO and the single man. Wished each other seasonal greetings and parted. We set off to the Kibo Hotel and to climb Kili. 8 made it to Gillmans Point (19,340'), but it was too damn cold to go any further, so we all came down. I managed to get a badly sprained ankle on the way down and was limping for 20 painful miles (it's OK now).

Off to Dar es Salaam, camping at Oyster Bay, from where I've now had my brief case stolen from the cab. The window was left open for less than 5 minutes - EO lost nothing I'm pleased to say. I lost my address books, international driving permit, PSV badge and other odds.

We decided to miss Kenya as Tanzanian re-entry is almost impossible and not worth the risk. 3 EMs have gone to Kenya by bus to pick up money and will meet us in Lusaka with mail.

I repaired the diff on the beach and it works OK. From here we go straight to Lusaka. GC

London-Johannesburg 26 August

Leader : Rein Kamar

EDA Tamanyasset 15 September

Vehicle: BVS 967T

Chalons-s-M France 27 Aug : Everything running smoothly - except the truck! Blew an injector today at St Quentin. OK now with replacement. Also, would you believe ... there's oil coming out of the rear main seal (or at least it looks that way). Very, very minor though. Hope it stays that way.

The group are settling in well and all are eager to get to Africa (including me). Route finding in France is difficult!! Cheers, RK.

Johannesburg-London 19 April

Leader : Fred Tobler

Arrived London 18 August

Vehicle: HMG 820K

Thanks for a trip well completed Fred and a satisfied group. For those of you interested, Fred met Malcolm's group in Kano and he took them out for a Chinese meal and was helpful with a girl who lost her passport and money. Ed.

Johannesburg-London 26 July

Leader : Alan Douglas,

Tim Brett

EDA Kigali 14 September

Vehicle: SDD 513G

Lusaka 24 Aug : On 31 July we crossed the Zambian border, the Control Post (Botswana) has now moved to the garage at the cross-roads. Ferry and entry to Zambia was easy, the visas still cost K2 25. Via Livingstone, Victoria Falls, Choma, and on to Lusaka. We camped just outside Lusaka and one of our Swiss Expedition Members celebrated national Swiss Day or something with speech and fireworks. He was most amusing.

On 2 August was the beginning of our hassles. The Tanzanian High Commission refused 14 passports, then a telegram from Joburg re 500 French Francs short.

We drove out to Yielding Tree Farm, and as always they made us very welcome. On 3rd we returned to Tanzanian High Commissioner, he explained the situation as follows :

- (a) A direct statement from the Prime Minister of Tanzania states that anybody coming from South Africa will be thoroughly checked before entry to Tanzania, particularly anyone with a new passport. This was issued to embassies, high commissions, borders, etc.
- (b) Anyone with a new passport must produce either :
 - (i) old passport ; or
 - (ii) convincing proof of whereabouts prior to departure of trip i.e. exit stamps from country of origin.
- (c) Old passports will not be accepted if they contain any form of (S.A.) residency stamp, temporary or otherwise. A transit stamp will be considered. (A matter of definition, open to discussion.)
- (d) A temporary permit (i.e. separate paper in passport) must be retained and or air ticket (dated). A letter from Immigration Authorities of country of origin will be accepted.

So all things considered the new passport idea will not be accepted in its present form. This is a political issue and the Tanzanian Authorities are taking the matter very seriously indeed.

LUANGWA : apart from the above we've been hanging around Lusaka trying to sort out the mess. An interesting sortie to Luangwa Valley game park was fitted in during this time, which involved an encounter with a most unfriendly wild pontoon. In our wisdom we thought we would cross the Luangwa River which splits the park.

On arrival at the pontoon all seemed well. We made the appropriate preparations to mount the ferry. On trying to mount, the front wheels got on, but at that moment the ferry moved forward allowing the ramps to drop into the water. Unfortunately the rear wheels happened to be negotiating these ramps at the time. They didn't take kindly to be left in mid air, and so the forces of gravity being what they are, decided that the best course of action was to plummet the rear of the truck into the river. This had the alarming effect of straddling the truck half on and half off the ferry. It also made Alan look particularly perturbed. I don't think I've ever seen anybody go completely white before - this has left him with a peculiar twitch whenever anyone mentions pontoons to him.

We now had the interesting problem of 'removing it', and replacing it to its original position upon Mother Earth. It was then around 2.30 p.m. and didn't leave us a great deal of time. After much consternation, a variety of jacks, hammers, prop shafts, etc were all produced to tackle the problem. To be quite frank, we got nowhere, the river bed being too soft to allow any firm jacking point. So as dusk arrived we prepared to bed everybody down for the night. Many stories of beasties that go bump in the night were forthcoming, and so when everybody was suitably petrified we settled down to sleep. A distinct lack of sleeping material was available : 3 sleeping bags and 2 blankets, so the night looked as though it would be long and cold. (The trailer having been left at the entrance to the game park.)

Two of the group had been despatched earlier to get help, via a very rickety looking canoe. Around 9 p.m. a landrover arrived with a guy called Stuart from a local safari company. He very kindly ferried most people back to one of the lodges to spend the night. He then returned and spent the night with the remainder of us to keep guard with his gun. The ferry bods also stayed the night, they too were quite worried I think.

In the morning everyone was collected and the assault was remounted: "Operation Impossible" was once again in full swing. Stuart arrived with a tanganyika (body jack? Ed.) and a winch. So by a very slow and painstaking process the truck was jacked up and winched out. So at 1.30 p.m. we had the relief of seeing dearest SDD back on solid ground once more. The damage, fortunately, was limited to a bent rear prop and a crushed rear box, with smashed rear lights. After straightening the rear prop as best we could, we set off.

Unfortunately, with very little difficulty, I went 10 yds and got bogged in the sand. Oh what delight and happiness this caused! Finally we managed to extricate ourselves and set off back to camp. This little affair caused us to be 2 days late in our return to Lusaka.

In retrospect, I think it helped immensely to knit the group together.

By the way, the game park is well worth visiting, lots of good game to be freely seen.

Cheers to all from us both, Tim.

EMBARKATION/DISEMBARKATION OF FERRIES

The "appropriate preparations" mentioned in the above report regarding the incident in Luengwa Park includes :

1. Ensure that ferry is securely attached to the river bank ;
2. Check that approach to ramps is firm, otherwise put down sandmats/brushwood/planks ;
3. ENGAGE 4-WHEEL DRIVE ;
4. When on ferry apply handbrake SECURELY, block wheels.

The same preparations for off-loading.

IW

IAN WAY IN THE HOT SEAT

INSURANCE

A recent accident in the overland business highlights the importance of being insured at all times during the trip.

It is not acceptable to travel uninsured:

Obtain Third Party and Passenger Liability; if it is not available at the border, obtain at the first town in the country even if it means waiting.

In the event of an accident:

1. No admission of liability should be made.
2. Obtain insurance details of Third Party's vehicle.
3. Take names and addresses of all witnesses.
4. Take names, numbers and addresses of any officials involved.
5. Sketch plan of accident with approximate measurements, relative positions of vehicles.
6. Advise EO and insurance company of accident at first possible opportunity, quoting insurance policy numbers.

THERE IS NO SUBSTITUTE FOR CAREFUL DRIVING. ANTICIPATION AND CARE IS THE KEYNOTE TO ALWAYS KEEP IN MIND. LIVES DEPEND ON YOUR JUDGMENT.

Baggage Claims:

Insurance companies do not pay out on baggage claims without an official confirmation letter. If a theft occurs ENSURE THAT A POLICE REPORT IS OBTAINED.

Medical :

Medical claims are only accepted against an official receipt. If an Expedition Member has to leave the trip to return home by air for medical reasons, HE MUST HAVE A LETTER FROM THE DOCTOR CONFIRMING THE NECESSITY OF MEDICAL ATTENTION IN THE UK.

Communications have generally been of a high standard, keep up the good work.

Cheers to you all, and safe driving.

IAN WAY.

PENNY'S "ANTI-SHELF SURVIVAL KIT"

Apart from what have recently turned into weekly "EO Drinkups" to send drivers on their way, a memorable occasion in August worth a mention in ENFLASH was Wednesday the Ninth. The words in the title of this article will bring an amused smile to several faces but for those who were on the road or elsewhere in the various EO corners of the world I'll give a little explanation :

Wednesday the Ninth was infact my birthday, and the day was spent in the usual quiet peaceful uneventful way in the London office - brightened perhaps by a couple of bottles of sparkling grape juice consumed over the typewriters - and I fled away when the day's work was done, everyone saying "see you tomorrow" and "have a nice evening on your brithday, " etc, etc. Mr Clark said he would take me for a drink and I should be ready at 6.45 p.m.

On the dot of 6.45 Mr Clark came to pick me up with the strains of his Californian tape by Jackson Browne filling the air (and the car) and he said he had to pick something up at Bina Cottages so we sped round there and getting out of the car I was immediately suspicious - several familiar cars parked outside, and a general noise of people and clanking of glasses coming from inside - sure enough, the door was opened by Young Angela and there were the whole of EOL soon to be followed by just about the whole of Wren Park and various other non-EOers, none of whom had spilled the beans and I'd known absolutely nothing about it at all !!

All sorts of goodies - lots of chocolates and flowers, and the inevitable rude cards of course - and then came the "Anti-Shelf Survival Kit" consisting of a huge red shiny box, similar in layout inside to ALJ's "Over 35 Survival Kit" (see ENFLASH, January 78). The Kit had been invented and put together by Merlin Enterprises Ltd. of Claygate - many of you will remember that Merlin was the Magician in our war game in Mid-Wales (see ENFLASH, July 78) - he was also Father Christmas in 1977! - and this Kit comprised of the most amazing individually wrapped selection of all sorts of things to help one through the "shelf-life" (which I suppose one has to negotiate when you reach my age ..!) There was a large aerosol can of furniture polish with which to keep the shelf well-polished ready to slip off it easily should the situation present itself ; there were various pills (including "beauty tablets" and "pile pills") and potions (eye cream, body cream, pretty Feet, and a cream designed to look after certain parts of the body that tend to age quickly) ; there were beauty aids such as false eyelashes, and false fingernails - try typing with those on - various herbal remedies and pot pourri to make the air around the shelf fresh and pure ... ; there were a couple of other items that I hesitate to mention here in ENFLASH though if any of you haven't tried Jock-Eze ... (produced mainly for the needs of Californian joggers I believe) !

Thanks Merlin Enterprises for the Kit - I shall use it to the best possible advantage.

As if I wasn't overcome enough after all the Kit-opening everyone then burst into song and the most super chocolate cake appeared with x candles on it - it was indeed a grand finale to a super party for which I thank Mr Clark for organising, ALJ for the use of Bina Cottages in his absence, and everyone else for the goodies and for being there. I hope you all enjoyed yourselves as much as I did.
PS

A FEW NOTES FROM ANGELA

Congratulations to Ian Way and Jane Baker who are to be married on 23 September. All the very best of luck to you both.

The 'premier' job on returning from my "well earned rest", as JC refers to one's hols, was getting stuck straight into ENFLASH, and I am pleased to say that all your reports have been easy to follow, and dare I say it, there wasn't too much of them this month. As we all know, getting back to work after a good holiday (as mine was) is always difficult.

There's obviously been much movement and excitement in my absence with the phones and doorbell going frantic (not to mention the ever-whimsical embassy problems), however things seem to have tapered off slightly on my return. Som I've managed to spend a bit of time in John's 'dungeon' working on the now all-too-familiar Gestetner, and, I'm pleased to report, having some success. (The well earned rest has obviously done some good!)

Tony is due back in London by Mid-September, and Janine is due back in San Francisco on 6 September - I know Heather will be pleased to see her. We're looking forward to the outcome of ALJ & JCT's Australasian programme.

Safe driving, and I hope ENFLASH finds you in good spirits ...
aoh

Brief Encounters

The 1978 programme, under the banners of Spike Langford in Morocco and JFD in East Africa, is progressing really well, with Spike at present on his third and last 3-weeker and JFD with a full complement, presently following in the footsteps of Speke, Burton, Stanley and Co to the Source of the Nile. The letters (and people!) have started to pour in after the first East Africa Safari which seems to have gone off very well indeed. Some EM's in this group kindly took down some additional 'hand' luggage in the form of a rear diff. for Jerry Creamer (on his southbound), who was then making laborious progress from Kigali with just front-wheel drive - diff. was deposited by JFD at the Kibo Hotel at the foot of Kili and later recovered by Jerry and fitted onto his truck.

JFD also achieved the 'impossible' with an entry and exit from Kenya (through Serengeti) despite a firmly closed border with Tanzania. The group were disappointed not to go down to the Kenyan coast, but would have been a lot more disappointed if they'd missed their booked flights ex Dar by being stuck at the Kenya border !

With the first half of the 1978 trips nearing completion, the countdown is now under way for the latter half in Asia. We've not run as many Brief Encounter's this year as we had earlier hoped, and bookings haven't fulfilled expectations in many instances, it will probably take another year before the programme realises its full potential. However interest is picking up for the northern and southern India trips, and the "Gypsy" crews are rapidly forming up.

If any of you on the road require further information on BE's for your groups please contact me and I will send the relevant details.

Cheers,
Jan Chignall.

Wren Park

For once there will be no monthly sermon from Father (brother) Bill. He is currently having a few days off in Norfolk and I have been appointed to give the news from Beds.

Arriving back in UK this month have been Rein Kamar and Lindi Wall with SVC 339H and Fred Tobler with HMG 82OK. Both trucks were in good shape and SVC is almost back together after an engine overhaul. Rein is off again on his first Africa trip in BVS 967P (or as known to others as LUR 975P!)

Asia Eastbounds include Brian Scowcroft ; Alan Townsing with Jim McDonald ; and Chris (RL) Mitchell. A busy month with trucks preparations, though we've managed to avoid those hectic late nights prior to departures with which we're all so familiar.

Helping with all this have been newcomers Ivan Hurst and Alan Glass. Welcome to you both.

We are progressing well with the next Dodge, but before fitting the body to the chassis we had to collect 4 new bodies from Ampthill and to deliver Jan's little car to its new owner : Mr Odel of Shefford.

The new Dodge is basically the same as the one which recently arrived in Barranquilla, any changes we're sure will be improvements. If all goes well I shall be the one to put it to the test.

Cheers, Bryan Wallace.

LONDON 5 Sep : ALJ has today arrived back from Australia with Janine Thomson. Tony has asked me to pass on the following. Ed.

I am starting to feel a little out of touch with day-to-day events and standards in the organisation as a result of concentrating on plans for 1979 and beyond.

However I must now look very hard at what is being achieved at present.

In the middle of the month I plan to circulate you with some well-founded gut feelings. These include the possibility that we are achieving high standards in respect of 'the means', but we are starting to lose sight of 'the end'.

The successful completion of this year's expeditions meeting a decent degree of profitability as well as other forms of success is absolutely critical and I am not completely sure that all concerned are as conscious of this necessity as they should be.

Thus, please study these remarks from me when you receive them and meanwhile you should start to recommit yourself to very stringent standards that include no waste or casual spending. ALJ

ITS A SIMPLE QUESTION OF THE
INVERTED RATIO BETWEEN THE SPEED
TIMES THE ANGLE OF TAKE OFF DIVIDED
BY THE SQUARE ROOT OF THE DISTANCE
BETWEEN FERRY AND
PONTON!



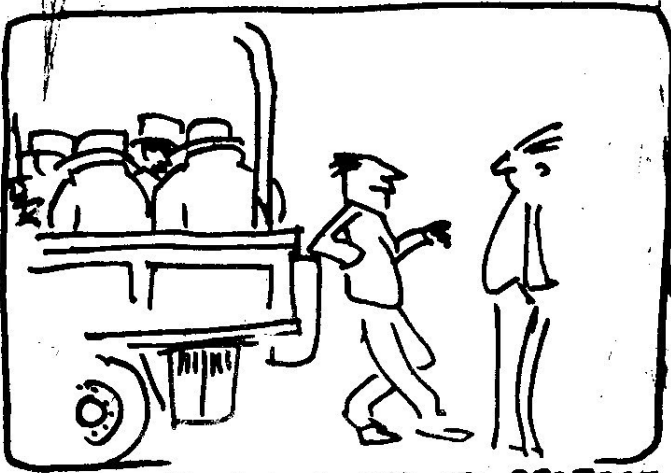
I'LL SAY ONE THING FOR THE ARAB'S - THEY HAVEN'T
LET THEIR NEW WEALTH ALTER THEIR OLD WAY OF LIFE.

Currency Exchange Rates

COUNTRY	CURRENCY	COUNTRY	CURRENCY
Albania	Leke	Lebanon	Pound
Algeria	Dinar	Libania	Dollar
Argentina	Peso	Libya	Dinar
Australia	Dollar	Luxembourg	Franc
Austria	Schilling	Macao	Pataca
Belgium	Franc	Madagascar	Ariary
Bolivia	Bole	Malawi	Kwacha
Brazil	Cruzeiro	Maldives	Rufiyaa
Bulgaria	Lev	Mali	Dyn
Burkina Faso	CFA Franc	Mexico	Peso
Burundi	Franc	Morocco	Dinar
Cambodia	Riel	Nicaragua	Cordoba
Cameroon	CFA Franc	Niger	Franc
Canada	Dollar	Nigeria	Naira
Chad	CFA Franc	North Korea	Won
Chile	Escudo	Paraguay	Guarani
China	Yuan	Peru	Sol
Colombia	Peso	Poland	Zloty
Costa Rica	Costa Rican Colon	Portugal	Escudo
Cuba	Cuban Peso	Romania	Leu
Czechoslovakia	Czechoslovak Koruna	Russia	Ruble
Dominican Republic	Peso	S. Vietnam	Dong
Egypt	Pound	Spain	Peseta
El Salvador	Colon	Switzerland	Franc
Equatorial Guinea	Franc	Taiwan	New Taiwan Dollar
Ethiopia	Birr	Thailand	Baht
Finland	Markka	Trinidad & Tobago	Dollar
France	Franc	Togo	CFA Franc
Germany	Mark	Tunisia	Dinar
Ghana	Cedi	Turkey	Lira
Greece	Drachma	Uganda	Shilling
Guatemala	Quetzal	U.S. Arab Emirates	Dinar
Haiti	Gourde	USA	Dollar
Honduras	Lempira	USSR	Ruble
Hong Kong	Dollar	Venezuela	Bolivar
Hungary	Forint	Vietnam	Dong
India	Rupia	Yemen	Rial
Indonesia	Rupia	Zaire	Zaire
Iran	Rial	Zambia	Kwacha
Iraq	Dinar		
Israel	Sheqel		
Italy	Lira		
Jamaica	Jamaican Dollar		
Japan	Yen		
Jordan	Dinar		
Korea (Nth)	Won		
Korea (Sth)	Won		
Kuwait	Dinar		

BORE ENFLASH? DIP INTO THE WORLD OF FANTASY (I HOPE) + DISCOVER EO GOING

MAFIOSI



FIRST TRIP I'VE HAD TO PROTECT THE LOCALS FROM THE PASSENGERS.



OH GODD! I LIKE A BIT OF MUSIC ON THE TRIPS.



GOT ALL THE SUPPLIES FOR THE TRIP? TENTS. SLEEPING BAGS. CONCRETE OVERCOATS - DISTILLATION PLANTS?



I THINK OIL DO TREE WEEKS IN SICILY, BUT DERE ALL TRINE TER MAKE ME DO TEN YEARS IN SING SING.



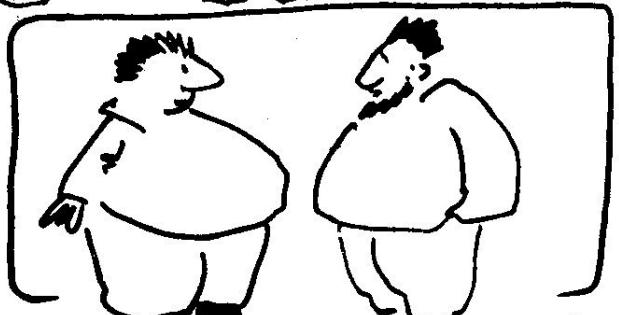
LISTEN LUIGI, FROM NOW ON I RUN THE LEFT SIDE OF THE TRUCK AND YOU KEEP AWAY. RIGHT!



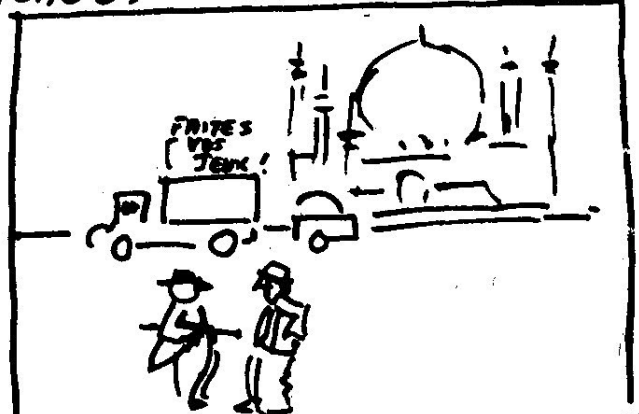
EACH TRUCK WILL NOW HAVE ITS OWN RED LIGHT DISTRICT NUMBERS RACKET AND POOL HALL.

WITH CRIME AND CORRUPTION CREEPING INTO ALL CORNERS OF BUSINESS, ENFLASH WONDERS WHAT WOULD HAPPEN IF THE MAFIA STEPPED INTO THE RANKS OF EOL AND IT BECAME....

GOSA NOSTROVERLAND!



I DONT MIND HAVING A HEAD OFFICE IN CHICAGO, I'M JUST SICK OF EATING SPAGHETTI



SINCE WE OPENED THE CASINO IN THE BACK OF THE TRUCK, NO ONE BOTHERS WITH THE SIGHTS ANYMORE

DRIVERS	DEPARTURE	DATE	LAST CENTRE	DATE	TRIP	COMPLETED	NEXT CENTRE	DATE	DESTINATION	DATE
CREAMER	London	6 May			TRIP	COMPLETED			Johannesburg	30 Aug
KAMAR	London	26 Aug	Tunis			4 Sep	Tamanrasset	15 Sep	Johannesburg	15 Dec
TOBLER	Johannesburg	19 Apr			TRIP	COMPLETED			London	18 Aug
DOUGALL, BRETT	Johannesburg	26 Jul	Dar es Salaam			1 Sep	Kigali	14 Sep	Johannesburg	19 Dec
HARRIES	Katmandu	11 Jul	Isfahan			23 Aug			London	25 Sep
HEELEY	Katmandu	22 Aug	Delhi			28 Aug	Kabul	13 Sep	London	6 Nov
COLVILLE	London	15 Jun			TRIP	COMPLETED			Katmandu	1 Sep
HUNTER	London	27 Jul	Isfahan			27 Aug	Kabul	12 Sep	Katmandu	11 Oct
SCOWCROFT	London	17 Aug	Istanbul			27 Aug	Isfahan	16 Sep	Katmandu	1 Nov
TOWNESING, McDONALD	London	24 Aug	Istanbul			3 Sep	Kayseri	15 Sep	Katmandu	8 Nov
MITCHELL	London	31 Aug					Istanbul	10 Sep	Katmandu	15 Nov
CUNNINGTON, WHEATON	Rio de Janeiro	11 May	Bogota			02 Sep			Barranquilla	8 Sep

EXPEDITION	EOA	EOI	EOSE	IFL	TFA/TT	SSR	CANTON	METCAN	PAYCAN	ALBO	TIME TRACED	EXODUS	TOTAL
LONDON - KATHMANDU	2 (1)		(2)	2		3		2				3	9
LONDON - KATHMANDU - LONDON			2		1	1		4					8
LONDON - JOHANNESBURG	1		1 (1)	1	1	2		1					6
JOHANNESBURG - LONDON	2		2 (1)							1			4
LONDON - NAIROBI			(1)					1					
NAIROBI - LONDON										1			1
ORANGQUILLA - RIO										2			2
RIO - ORANGQUILLA	6 (1)	1	1		2	5 (5)	2	4	(2)				13
TURKEY													
TUNISIA													
MOROCCO	3	1											4
EAST AFRICA - & WIDE	2		2	4									8
EAST AFRICA - & WIDE	3												3
SPAIN - SPAIN													
ARGENTINA -													
NORTH AM - INDIA & WIDE				1									1
NORTH AM - INDIA & WIDE			1										1
SOUTH AM - INDIA						1							1
KORHAR - CHALITHE													
JOHN FRANCISCO - PANAMA			1										1
PANAMA - JOHN FRANCISCO						2							2
NIGHT - SUN													
"GYPSY" - PHUKET													
"GYPSY" - PHUKET	5						1						8
PHUKET - PENANG	24 (2)	2	10 (5)	8	4	14 (5)	3	12	(2)	4	2	3	72

BOOKING SOURCE AT 31.8.78

[illegible]

BOOKINGS AS AT 31 AUGUST 78.

[illegible]

EO COMMUNICATIONS ADDRESSES

UNITED KINGDOM

ENCOUNTER OVERLAND LTD
271 Old Brompton Road (Admin)
280 Old Brompton Road (Shop)
London SW5 9JA

Telephone : 01 370 6951/2 (Admin)
 01 373 0354 (Hot Line)
 01 370 6845 (Shop)
Cables : Encoland London
Telex : 916654 Encold G
(Ian Way's home number: 01 381 3734)

WREN PARK WORKSHOPS
Shefford
Bedfordshire

Telephone : Hitchin (0462) 811470

SOUTH AFRICA

ENCOUNTER OVERLAND (PTY) LTD
120 Maritime House
26 Loveday Street
Johannesburg

Telephone : 834 7268
Cables : Encoland Johannesburg
Telex : 80109 SA
(Please pass to Encounter)
(W. Jones home phone: Joburg 48 4502)

UNITED STATES

ENCOUNTER OVERLAND OF CALIFORNIA (INC)
369 Pine Street
Suite 516
San Francisco
California 94104

Telephone : (415) 421 7199
Cables : Encoland Sanfrancisco
Telex : 278728 NIELK UR