

ITS. ENFAST

AUGUST
1939

AGAIN

JUST
WHEN
YOU
THOUGHT
WE HAD
PACKED
UP
COMPLETELY.

INSIDE THIS MONTHS EDITION...

SPECIAL OFFER!!

SEE PAGE 22



A SPECIALLY COMMISSIONED COLLECTION OF DRAWINGS
ONLY AVAILABLE TO READERS OF THIS MAGAZINE AND HUMANS

Western diplomats may flee Kabul

From Peter Niesewand in New Delhi

The British and most other Western embassies in the Afghanistan capital, Kabul, have prepared contingency evacuation plans as the guerrilla war between Moslem rebels and the Russian-backed regime of President Noor Mahomet Tarakki moves closer. Most major roads are now considered unsafe. If the rebels launch an assault on Kabul the airport, too, is likely to come under attack.

For the past week the United States has been evacuating some of the 100 non-essential official staff and their families because of the deteriorating security situation. They are leaving on scheduled flights and when this phase of the evacuation is complete the US will be left with a skeleton embassy staff of 48.

The American decision to be first out is regarded sympathetically by other Western embassies. Some feel that unless the situation improves quickly they will follow suit.

The extra caution being shown by the US is a result of recent experience, such as the killing in February of the Ambassador to Kabul, Mr Adolph Dubs, after armed terrorists had kidnapped him, and the evacuation of the embassy in Tehran a few weeks later, after an attack by Iranian mobs. The memory of the US evacuation from Saigon, when the last diplomats were snatched off the embassy roof by helicopter, has not faded either.

The situation in Kabul is becoming increasingly tense. Western sources say that there has been no sudden deterioration, but that the slow process of attrition has taken its

Guardian
1st August

toll. Near the city centre machine-gun fire can occasionally be heard from the outskirts as the war moves closer. The only road available to Westerners out of the country—to Pakistan through the Khyber Pass—has been cut sporadically and briefly by guerrillas.

The vital road link to Russia is also under threat, particularly at a point about 40 miles north of Kabul. Western sources say that this pattern is repeated elsewhere.

No Western casualties have so far been reported as a result of guerrilla actions on the roads, but the United States is now warning tourists to stay away from Afghanistan altogether. Moslem guerrillas are reported to have captured considerable quantities of Government weapons, which means that they are now better armed and have some artillery, anti-aircraft guns, and quantities of ammunition.

Desertions from the Afghan Armed Forces are also said to be continuing at a high rate. Some troops are reported to have killed their officers before going over to the rebel side with their weapons.

"The total picture is one of a gradual wearing down of the Government's ability to cope with insurgency," one source said. "They are having to commit too many of their reserve elements to the urban centres to be able to contain fighting in the countryside."

The recent Afghan Cabinet reshuffle is seen by Western sources as a new attempt to deal with the situation.

Seven beheaded by Afghan rebels

SEVEN Afghan Government officials have been beheaded and 34 executed by firing squad by Moslem rebels waging a "holy war."

According to rebel sources, soon after the Iranian leader Ayatollah Khomeini had called on Afghan Moslems to throw out the corrupt regime of President Tarakki, rebel troops won a string of victories.

While pitched battles were still taking place in the provincial capital of Tahir, an Islamic court was convened and 34 officials of the ruling People's party were sentenced to death.

A further blow to the Moscow-backed Afghan Government was the defection of Colonel Mohammad Sarwar, military attaché at the Afghan Embassy in New Delhi. He has requested political asylum in Pakistan. He is the highest ranking officer of the Afghan forces to have defected.

who had been jailed previously for political activities. They are Dr. Hassan al-Turabi, leader of the Moslem Brotherhood, who is Attorney-General, and Mr. Ahmed al-Sayed Hamad, former leader of the People's Democratic Party, who has become Minister of Communications.

Telegraph
19th August

Ayatollah wants only one party

IRAN'S unofficial head of State, Ayatollah Khomeini, said last night he would like to turn the country into a one-party State. "We will keep just one party or a couple of good ones and the rest will be banned," he said.

He called the Kurdish Democratic Party and the left-wing Fedayeen guerrilla group, prominent in the February revolution, corrupt and accused them of being 'agents of foreigners, agents of America. We will act severely against these parties

Referring to bloody fighting in the Kurdish region of Iran, he said the Kurdish Democratic Party and Kurdish spiritual leaders were corrupt and responsible for killings.

Earlier Ayatollah Khomeini declared himself supreme commander of the Army, ordering units to crush a Kurdish rebellion in the border town of Paveh.

The State radio said last night that Government forces had entered the town and were in control.

Telegraph 19th August

ASIA

Kathmandu-London 1 May

Leaders: Alan Townsing
John Cadney

Arrived London 20 July

Vehicle: WBH 645S

This group arrived in London without further incident (gratefully, 'I'm sure!') and got together for a good meal out at Chez Pot on the Saturday night. Alan was off to Scotland with a Youth Club bunch almost immediately and a jolly time he had, too! Mr C. sidled off for a brief break and then back to start organising for his next trans-Asia on August 16.

Kathmandu-London 15 May

Leader : Geoff Cordwell

Arrived London 4 August

Vehicle: WBH 647S

Kayseri 9 July : Took southern group through Afghanistan - no problem except at 60 kms before Herat at around 6 pm, when the road was blocked and about 50 Afghan rebels surrounded the truck. Mainly cameras and watches were looted. The first 15 mins or so were really hairy and a couple of guys wanted to shoot us there and then but were dissuaded from doing so by their friends. We sang 'Waltzing Matilda' and - guess what? - they suddenly became our friends! Smiles, handshakes, the lot! (see? *nothing like a bit of Oz operatics to break through barriers!*) Not so friendly as to give back the cameras, though! (Oh well - can't win 'em all!) After 3 hours, they removed the road block and allowed us to proceed to Herat. Arrived there after midnight, after having passed through countless road blocks of soldiers - all very tense stuff!

Got the message of the truck swap when I reached Mashed, so soon pushed on towards the Turkish border. Three days out of Mashed, 200 miles west of Teheran, I discovered I'd left my passport at the Mashed campsite! Dragsville! Left the EMs at a campsite at Takestan and fortunately only took 3 days to return, get the passport and re-join them. So we met Rene and John on 8 July and swapped trucks and tomorrow we're off to Mersin.

P.S. The guy at Urgup Tourist Office was helpful in getting me 300 litres of diesel.

Istanbul 26 July : Had very little trouble obtaining fuel in Turkey - 100 litres both times in Tarsus and Silifke, 150 litres in Antalya, 200 litres Kusedasi. I got a piece of aluminium in my eye in Goreme and it never worked itself into a position where it could be seen and removed until Antalya - that left me with one eye for 6 days. Two EMs helped with the driving from Antalya to Pamakale where we had two nights, then they drove to Kusedasi for the next three nights. Two of the best places in Turkey to spend extra time, so no complaints for the delay, least of all from me! Excellent time but it means that we reach London later than planned. Arrived Istanbul as expected on 24th July - good to be behind the wheel again!

Geoff rolled into Wren Park just in time for the steaks at the Wren Park Barbecue on Saturday, 4th August, and was able to regale us with his tales of adventure from Afghanistan - nothing like an overland driver fresh (fresh?) from the trail to impress the non-EO guests!

Kathmandu-London 10 July

Leader : Jerry Creamer

EDA Quetta 14 August

Vehicle: LLK 183K

Delhi 19 July : Spent first night in Pokhara at the new Green Lake hotel and it rained. It was impossible to show new campers how to put up a tent so I hired some rooms - cost about \$12 in all. Next day, got to just this side of Indian border, 2½ hrs to exit and enter with no problems...a wet drive to Varanasi and arrived lunch time. Stayed Dak bungalow and had a sitar player come round at night (5 Rps a head - worthwhile).

Then to Khajuraho - group enjoyed it but no-one told me about the ferry 40 kms from Agra! Ferry was not running and the river was too high so we had to do a ¾ day detour. Agra and then Delhi where now getting Iranian and Afghani visas - all going OK.

Have to repair one truck puncture - my first since driving from EO (*must be some kind of record, Jerry - it's been 3 years now, hasn't it?*) - and get the batteries checked; I think the second English one has snuffed it!

London-Kathmandu 17 May

Leaders: Martin Crabbe
Peter Leeners

Arrived Kathmandu 1 August

Vehicle: GNM 152F

Srinagar 16 July : After a group discussion, we decided to visit Leh Rather than Chitral or Swat Valley...we spent 2 nights in Lahore, having a meal out at the Liberty Kabana since Zanobis Hotel was undergoing renovations and was not serving meals. Meal was excellent - \$56 for 22 people. In Lahore, several people were again suffering from the heat (Pakistan was experiencing a heat wave). Peter and I replaced a rear brake cylinder which was leaking and not repairable. The wheel bearing was seized on, the reason being that the 'old' rear axle had been tapped with a punch to ensure a tight fit!

Pak/India border no problem. Then we headed up to Srinagar and Leh. I had swollen glands and a temperature of 102°F at this time, so was not feeling too good. (Appear OK now - doctor in Leh said it was tonsillitis and something else) Our visit to Leh was very much enjoyed by all. Spent first night in Sonnemarg, second near Kargill, then to Leh where we stayed at Himalaya Hotel (\$1.25 per tent). The journey involved a lot of shunting but very worthwhile and interesting.

All goes well on the houseboats - so far Gulam has given us truly excellent service. He is no longer recommending any traders and is advising people to take their goods with them.

Delhi 27 July : Excellent stay on houseboats, no single person voiced one complaint! It was highly successful and much enjoyed by all. Three day run to Delhi to arrive first thing Monday morning. Obtained gas in Jammu - there is a depot opposite the Hotel Asia on the ring road (it's beside an HP fuel station). All 3 cylinders filled in 5 mins. at a cost of \$4 per cylinder.

Kathmandu 1 August : Usual sights through northern India for Martin's group and then they "took the diversion route (Agra-Fatehbad -Bah-Udi-Bind-Datia-Jhassu). The ferry at Dholpur was reported to be difficult to get on to due to the mud, so took this interesting rural diversion over the good bridges to Jhansi.

Upon arrival in Varanasi, the monsoon rains really came down and we all discovered that, in spite of extensive repairs, the tilt continued to leak like a sieve. On our last night, in Pokhara, we all slept outside as usual. At 11:30 pm, the rains came down again and we ended up with 15 sleeping in the back of the truck, everyone giggling due to the leaks! I slept with head on the steering wheel!

In Kathmandu, several EMs clubbed together to give Peter and I a present - Peter received a very nice 'thunka' wall hanging; I received a book on Leh, a can of sardines and a fully illustrated, hardbound edition of the Kama Sutra! Need more be said?!"

Martin will be bringing GNM back with another group, leaving Kathmandu 21 August and Peter will travel with him as far as Delhi, to fly back to London and prepare for an eastbound trip in mid-September.

London-Kathmandu 14 June

Leaders: Rene Muller
John Simmons

EDA Srinagar 16 August

Vehicle: WBH 647S

Goreme 6 July : John reports that the group are getting things together well and had a good time seeing the sights of Istanbul, visiting Gallipoli and Troy and then on to Ephesus, Thermessos and Fethiye. The truck swap was made in Goreme with Geoff and everyone is happy with their new home.

Esfahan 19 July : A few comings and goings with the group, it seems, after the truck swap - "...the second day in Kayseri, I was down with a virus infection (Rene, this is)... in the meantime, one of my Swiss girls lost her passport and set off with her boyfriend to Ankara where she got a new one and all the visas. The Canadian guy's Iran visa was running out as well so he got a bus to Erzerum to get the extension in the consulate there. That wasn't a problem.

Next day, John set off to Erzerum with the rest of the group and left me behind at the Paris campsite with my funny bugs in my blood and another girl from the group as my nurse.

Amazing! After the whole group was spread over Turkey, three days later everybody found their way home to Erzerum, to an oil-covered, smoking and rattling WBH. From here, we carried on the normal way to Bazargan border and after a very quick crossing, camped at the police station just out of Maku. Then we nursed our oil-drinking baby - using 7-10 litres a day - along the main road to Teheran, over Saveh to Esfahan in two long, long days.

The change in the last 3 months is incredible! I didn't recognise Iran without all the gunmen, the checkpoints and unfriendly looking people. It seems that everything (except Kurdistan) is now normal again and they are just waiting for the tourists.

However, I stay here at the Esfahan Inn, knee-deep in oil, under my arm the head of the engine, around my neck the head gasket, in my beard the broken rings, in my ears the new piston rings, on each finger an oil seal - overlooking Esfahan and singing the song from the truck swap!

Peshawar 3 August : From Esfahan, through Persepolis, Shiraz and Neyriz and across into Pakistan. "We left Quetta heading south over the Bolan Pass into a humid climate; about 2 kms before Sukkur, we found a free campsite with shower (next door to the Coke factory). All the way along the Indus, we tried to cross the dirty water. The bridge by Dera Ghazi Khan is closed in summertime (maybe in winter as well?). The next one by Taussa brought us on to a quite poor road. About 40 kms before Ismail Khan, the bridge is washed away - cost us over 2 hrs to cross over in mud and deep sand and we were digging the bank away. On a reasonable road, we reached Peshawar via Bannu and Kohat.

London-Kathmandu 26 July

Leader : Laurence Jones

EDA Kayseri 20 August

Vehicle : AOR 621J

Istanbul 5 August : So far things seem to be going well for Laurence and an unexpected gesture of hospitality in Switzerland was welcomed gratefully when the boyfriend of Yvonne Werder (our lady at SSR in Zurich) offered accommodation for the whole group at his farmhouse 25 kms out of the city. "He joined us in a dehyde meal and we joined him for the wine (*seems a rather unequal trade?*) and free-camped on the lounge floor - a most pleasant evening!" Nice time in Greece and Istanbul with a group meal at the Galata Tower and a boat trip on the Bosphorus coming up.

London-Kathmandu 16 August

Leader : John Cadney

EDA Istanbul 25 August

Vehicle: NRB 956J

John departed in a flurry of efficiency (except one of the group slept in and had to dash along behind by train!) and we wish him all the best on this return trip to Kathmandu. Those inflatables are a-calling you, John!!



AFRICA

It's always nice to receive letters of praise (and we have been getting our share recently - thanks to the efforts of leaders on the road) and a particularly nice one arrived from one of the members of Martin Crabb's/Peter Leeners' London-Kathmandu trip of 17 May :

Dear Sir

It was a privilege on May 17th this year to join your London-Kathmandu trip.

I should like to forward to you, sir, my overall impressions of the trip and my general opinion of the two gentlemen who brought their happy truck to the top of the world on time.

The trip itself was memorable and pleasurable, bringing us much closer to the people than any other type of tour could have.

Encountering other groups on the road, such as Top Deck and Exodus, it was the opinion of all that we had signed on for an Asia trip with "The First Team". This point was made even more clear as we came to know our drivers - The Bull of Asia, Mr Martin Crabb and his partner-in-crime, The Dutch Giraffe, Mr Peter Leeners.

Both men time and again proved themselves as leaders of the highest calibre by the cheerfulness, aid and abilities. Their energy, initiative, confidence and drive so often smoothed out those lumps on the road that are never felt by the truck's springs.

While, for the most part, these were the men chiefly responsible for bringing in a happy truck, nearly 11,000 miles, 11 weeks exactly after departure, and mechanically sound, we time and again were conscious of the effort, experience and consideration put into this trip by the London offices and the Bedford shops.

For the above reasons, sir, I ask you to accept on your company's behalf my thanks for a journey never to be forgotten!

In conclusion, I have no hesitation whatever about recommending an EO trip to anyone - that in itself should be the final word of thanks and appreciation.

Yours truly,

Jas. MacG. Younie (Canadian) EM 17.5.79 L/K.

AFRICA

London-Johannesburg 12 May

Leader : Tim Brett

EDA Lusaka 28 August

Vehicle: GLW 919J

Nairobi 8 August : Left Bangui on 11 July, after giving up on Zaire visas. Run up to Sibut easy on good tarmac ; from then on, road rapidly deteriorates to Bangassou. Kembe Falls was a pleasant break. Immigration in Bangassou took an age and they had the gall to charge us 500 CFA for exit stamps! In fact, ECA was a pain in the A for stamps - collected 9 en route - "they just love to swing that rubber!". Road from Bangassou to Sudan border at Sourre/Yubu was, to put it mildly, bloody awful to non-existent. Had to rebuild three bridges, including one which required a 37 ft long x 18" diameter log to be replaced and that was hard work! Held our breath over a few others and dropped a wheel through another one. Had to let the tyre down to get the wheel out. Another interesting comment on 'the art of crossing Sudanese bridges' is the practice of driving the truck over first and then manhandling the trailer over (not enough logs in the right places to enable two different wheel bases to pass at the same time). If anybody is interested, a Bedford 'M' Type truck is 8ft 8in (to outside of wheels) whilst the trailer is 7ft 2in. I know - I measured them to build bridges to fit!!

Two punctures also made life that bit more awkward. Took two days to complete the last 60 miles from Obo to border, plus a broken trailer spring (other side this time).

Sudan entry easy - police checks at every major town. Bank at Yambio - official 0.380, BM 0.95! But who needs Sudanese pounds?! There's nothing to buy unless you feel like paying \$2.25 a litre for diesel! Juba OK - now no cholera. Did mountainous paperwork in 5 hours (must be a record) and on towards Kenyan border. Greeted at border by machine guns in case we were rebels from Uganda. Entry Kenya easy - never did manage to find Sudan Customs. Stayed at Eliye Springs - nice place but have to bargain as it's hard to get reasonable camping price and be prepared to sandmat the last 500 yards in and out along beach. Took a visit to Lake Nakuru National Park (where have all the flamingos gone? being the comment of the day). Then on down to Thompson Falls (waste of time) and to Mt Kenya National Park - good views but little game. Camped at beautiful lodge opposite entrance to game park, Naro Mora Riverside Lodge 5/- head, good facilities and English-type pub!!

Aberdare National Park next day - when you can find the entrance, it's very beautiful. A little chilly at 10,000 ft and wet. Be warned - roads are bad, as I found to my cost. 3 hrs of being stuck in black cotton soil type bog, then it rained and coming down from 10,000 ft on little muddy roads can be worrying. So think twice before attempting Aberdare! (Closed in rainy season - for obvious reasons).

And so to Nairobi. Staying at Sam's Inn in Milimani Road (same road as Starlight Club!) - E0 pays 15/- head/night, group pays remaining 25/-. Good value with real beds, hot baths, showers and breakfast thrown in. Hope to leave 10th.

Johannesburg-London 4 May

Leader : Bob Johnston

EDA Kano 29 August

Vehicle: WBH 646S

Bangui 11 August : Left Nairobi on 12 July and camped near Naro Mora on riverbank (*Bob also thinks this is a very beautiful place*). Got a view of Mt Kenya and crossed equator at Nanyuki and then on to Thompson Falls and Nakuru. Stocked up well with fresh food from very good market at Nakuru. Hit Kitale on a Sunday and had to stay there a day as I had not enough money changed and couldn't fill up my two 200 litre drums. Anyway fixed all this on the Monday and headed for Lodwar over the escarpment past Kapenguria. Spent a very pleasant half day at Eliye Springs on Lake Turkana, sunbaking, swimming and cold beers at the Lodge. 75kms from Lodwar and well worth the trip - last 3 miles to lake is heavy sand and sandmatting needed. Filled up with fuel at Lodwar to make total of 1120 litres (truck and drums) for the trip to Bangui.

Good road to Lokichoggio and exit Kenya easy; road from Lokichoggio to Kapoeta not as hairy as I expected and dry, with some parts washed out, and dry creekbeds to cross. Didn't need 4WD at all. Got to Kapoeta early (7 am) and completed all police formalities in no time. Very slow going to Torit and on to Juba. Road washed out in places and could be tricky in wet although last 20 miles to Juba is much improved. It's a nice trip through here - primitive people, clothing, huts, an area unspoilt by tourists. By contrast, Juba is a real hole, nothing in the market, not much in the shops and police and customs paperwork is a pain in the neck. Left Juba 24 July and met Tim and group on 25th, west of Juba. We had a cup of tea and great discussions about both trips. More police checks in Maridi and Yambio. Road fair to good right to ECA border.

Arrived Saturday 28 July at Sudan/ECA border and had hassles with police, having to wait 4 hrs for Customs men to come to their office. During that time, the police wanted my empty 200 l. drum for free but I wasn't giving it. Camped on grass beside ECA entry post Bambouti. Road from here deteriorated into a rocky bush track. Two days to Obo and had to register with police there, costing 250 CFA per passport and 2 hrs delay.

Washed out track still continuing to Zemio and slowly improving from there to Bangassou. Ferries no problem; arrived Bangassou 5 August, Sunday and avoided having our passports stamped again, continuing on to Bangui. Had lunch at Kembe Falls and enjoyed a wash. Bangui 10 August. Group enjoyed repairing/building bridges east of Zemio in ECA and the experience of Sudan and eastern ECA but looking forward to Bangui most of the time. It's a long stretch to go without fresh food through the Sudan to Bangui. Made a good profit on the sale of my empty Kenyan fuel drums - 20% on one and 100% on the other - in ECA.

Bangui 10 August (Telex) : Arrived Bangui yesterday...group handled last four weeks of trip well - getting rest of visas in Yaounde as is weekend here now...roads wet and slippery in ECA and probably Camerouns... group eating well and hearty!

Johannesburg-London 15 August

Leader : Ivan Hurst

EDA Lusaka 28 August

Vehicle : GLP 200J

Ivan left Jo'burg with a full truck and will be overflying from Swaziland on 28th to swap trucks with Tim's southbound group in Lusaka. Have a good trip, Ivan.

SOUTH AMERICA

Rio-Barranquilla 10 March

Leader : Dick Wheaton

Arrived Barranquilla 5 July

Vehicle: RHS 301M

Bogota 28 June : Well, lost another driver to the 'Big H' in Quito - sorry about it, Fred!

Border at Tulcan easy - 'Migracion' now have new offices at north end of Tulcan on the old road where one must obtain exit stamps for Ecuador before proceeding to the actual border. Camped near the cathedral at Las Lajar which is most impressive. Cut across the Cordillera Central from Popayan to San Agustin where we spent 2 days horseback riding, drinking and partying! From San Agustin, a straightforward day and a half run into Bogota.

Dick is now taking his first holiday in an eon, back home in the States visiting friends and family, and we expect to see him here in London at the end of August. We look forward to it, Dick!

Barranquilla-Rio 7 April

Leader : Bryan Wallace

Arrived Rio 21 July

Vehicle: BVS 968T

Santiago 18 June : Left La Paz later than planned as one EM's luggage was stolen while being watched by another! They had been waiting for a trailer packer to return to begin packing the trailer. Obtaining a police report was not difficult but took time... Temperatures had been as low as minus 15°C in central Bolivia and there were problems with the diesel freezing - for the next few nights I had to keep the motor running with a guard to watch the oil pressure and temperature.

Arriving at the weekend in Potosi meant missing the tin mine; arriving at Uyuni on Sunday meant hanging around for the Immigration to open late Monday morning. We finally left Uyuni at 2 pm with a guide for the 200 or so kms to the border. About halfway, we came across a wide river in the middle of a muddy plain. Stuck midstream was a delapidated old truck, its driver patiently waiting for help from the powerful 6x6 Army trucks on the other side. After wading into the icy water and deciding on a safe route, all four of these monsters crossed with no problems. My crossing was no problem either, my feelings more confident knowing that should I fail, the Army was waiting to help out. The delapidated old truck was helped to safety by the friendly Bolivian Army. No more problems the rest of the journey and an uneventful run to Santiago.

After making the truck warm and safe in Rio, Bryan flew up to Canada for a little visit and is now back in the UK and finding that his old niche at Wren Park still fits him quite comfortably! But not for long, huh, Bryan?

Barranquilla-Rio 12 May

Leaders : John Scully
Mike Robinson

EDA Rio 29 August

Vehicle : WBH 648S

La Paz 12 July : John and Mike had a few problems with trailer springs and the compressor en route from Lima to Cusco but it didn't interfere too greatly with their visiting the sights of Peru and Bolivia.

Santiago 31 July : From La Paz, took a two day trip to Corioco through an impressive pass down into forest (*said Mike*) but generally not worth two days. Then headed south to Cochabamba where we were stranded for a day, first by a car rally that closed the road to Santa Cruz and then by a local demonstration that blocked all roads out of town but we managed to bypass these by taking a 3 hr detour across country, around the outskirts of Cochabamba. Enjoyed the day's run to Sucre, then on to Potosi where we arrived on a Sunday. We decided to wait until Monday to see the mine but next morning again had problems starting because of the deisel freezing in the lines after starting the truck and blocking the filter in the sediment bowl. Rectified this problem but by then it was too late to do the mine visit. So after shopping we headed for Uyuni. Spent that night at a mine where they let us sleep in two rooms. Next morning, after heating the fuel lines and engine, the truck ran with no problems. Completed Immigration and Customs in Uyuni that afternoon and camped outside town - minus 18°C but left truck running so no more problems next morning. Picked up a guide and his bicycle in Uyuni and had a great day's drive around the salt flats. Reached the village of San Juan where the Belgian priest gave us a room to stay in. Next morning we were shown the local artisans' work and many Bolivian ponchos were brought by the group. On across the Bolivia/ Chile border without difficulty, to Calama and then we went on a tour of Chuciquamata mine. Through Antofagosta via Tocomilla on the coast and down to Santiago.

SO - THIS IS ONE OF THE FAMOUS TOPLESS BEACHES !



Some nice praise for our guys on the road was received in a letter from two EMs from Dick Wheaton's recently completed trip in South America, Rio-Barranquilla 3 March, 1979 - they are Carol Rolheiser and Barrie Bennett of Edmonton, Alberta in Canada.

This is an excerpt of the letter :

"...In our minds, a large percentage of the success of the trip goes to our main driver, Dick Wheaton. He was an incredibly competent leader, able to guide us in important decisions yet still giving us the feeling that it was 'our trip'. He was very knowledgeable and certainly proved that he put an awful lot of effort into the organisation and planning of all aspects. We always felt that we could go to him with any of our problems or queries in regard to the trip. He was very receptive to suggestions and we greatly appreciated his enthusiasm about the trip.

We also regretted the fact that Kevin Heeley was not able to complete the trip with us as he would have made an ideal partner for Dick. Kevin was a fun person, very dedicated worker and a very enthusiastic leader. Kevin and Dick are both the type of drivers that your company should strive for - they are the ones who help 'make or break' a trip and thus serve to be the best form of positive advertising (i.e. happy customers) that your company could ever possibly get!...."

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HIS COMPANY SAID IF THE TRIP EVER GOT TO BARRANQUILLA HE COULD GO AND PAINT THE TOWN RED.

B R I E F E N C O U N T E R S

Morocco 7 July

Leader : Lindi Wall/Peter Stephens

Completed 27 July

Vehicle: BVS 967T

Tinghir 16 July : Left Fes 11 July and camped first night at Aguelniame Acigza, Takeside amongst cedar forest and superb for swimming. From there, took 'pistes' to Midelt which was a long and hard 2 day's drive via the circque de Jaffar, rough camping on the way. This route was pretty tough going and involved some bridge-building, tree-felling and much manoeuvring to get through. Also the Michelin map does not make the tracks that easy to find. However, for the scenery alone, it was well worth the effort. The highlight of the circque was being invited en masse into the tent of a nomad family to drink mint tea, an interesting but very lengthy ritual.

We joined the main highway again at Midelt and found a very fine souk there, so the wallets started flashing yet again! In the relative cool, we headed off to the Meski oasis for the night. Spent the day cooling off in the spring and left for Mezouga late in the day and camped there amongst the dunes. The cooks of the day made an abortive attempt to serve up couss-couss which made us something of a joke among the locals!

From Mezouga, we took the track to Rissani for the renowned Sunday market and ended up spending the whole morning there, the group buying up the souk and sampling the 'tajine' for which the town is famous. From there, a hot drive to the relative cool of the Todra Gorge where we are staying for 2 nights. Some of the group have braved the heat to climb the gorge whilst we lesser mortals are about to embark by donkey on a trip around the oases and the kasbahs after checking out the souk here in Tinghir. Tomorrow on to Marrakesh via the kasbah at Telouet.

Tangier 28 July : From Todra, where we had a good meal en group, we headed on to Marrakesh, stopping overnight at the deserted kasbah at Telouet. Then it was a slow morning's drive over the Tizn Tichka pass to Marrakesh and a night's stay in the hotel. I must say I wasn't terribly impressed with the place or the manager but the food was pretty good and it is convenient for the Medina. No-one thought all that much of the town - everyone gives you such a hard time - so we left the following afternoon for the mountains and rough camped at Imlil and managed to locate some mules for the trek - as per brochure - next day. The group enjoyed this but returned with a set of extremely sore backsides and said it was pretty hair-raising stuff which I can believe as they took 3 hrs to get up there and only an hour to get down! From Imlil we went south to Taroudant, camping at the top of a very spectacular Tizn Test pass on the way. After a brief stop at Agadir, we turned inland again to Immouzer to see the cascades. Then straight up the coast with a stop at Essouira which I reckon is amongst the most enjoyable places we visited.

A day in Casablanca (while two EMs sorted out problems resulting from the loss of passports) and most people seemed to like it and then it was up to Tangier and most of the group departed.

From Morocco. Lindi and Peter drove across to Tunis, without much problem at the borders, and while Peter has flown back to London, Lindi has set off on the Tunisia/Algeria Brief Encounter. A tour around Tunis and then on to Carthage - you're going to become our expert on "The Desert Song", Lindi! A couple of Sahara Safaris yet to come!

East Africa Safari 1 July

Leader : Ray Wolfe

Completed 29 July

Vehicle: HMG 820K

Dar es Salaam 29 July : Group pick-up with Exodus truck and bus hired for day trip Dar and to and from airport for Zanzibar flight. To Kili with overnight stop in Mombo. To Arusha, then landrovers to Lake Natro area. Truck from Arusha to Manyara, Ngorongoro and Serengeti. Cross country from Clines camp to Lolindo-Sonjo-Oi Doinyo-Lengai and then Arusha back to Dar night of 26th. Game very good, group very good - real 'good and dusty' bunch!

The second safari which departed - as planned with truck, gear, etc. - 29th July is due back in Dar es Salaam on 25th August and the next follows on straight away, leaving 26th. From all reports, things are going well and everyone's having a good time.

We did receive a letter from two of the EMs of the first group :

"We would like to thank you for the beautiful East Africa Safari we made in July this year. Our compliments to Ray Wolfe upon his great leadership, improvisation talents, cheerfulness and humour!". And similar praise has been conveyed to the London office - well done, Ray.

Peru/Bolivia 15 July

Leader : Ian Way

Completed 10 August

Vehicle: BVS 969T

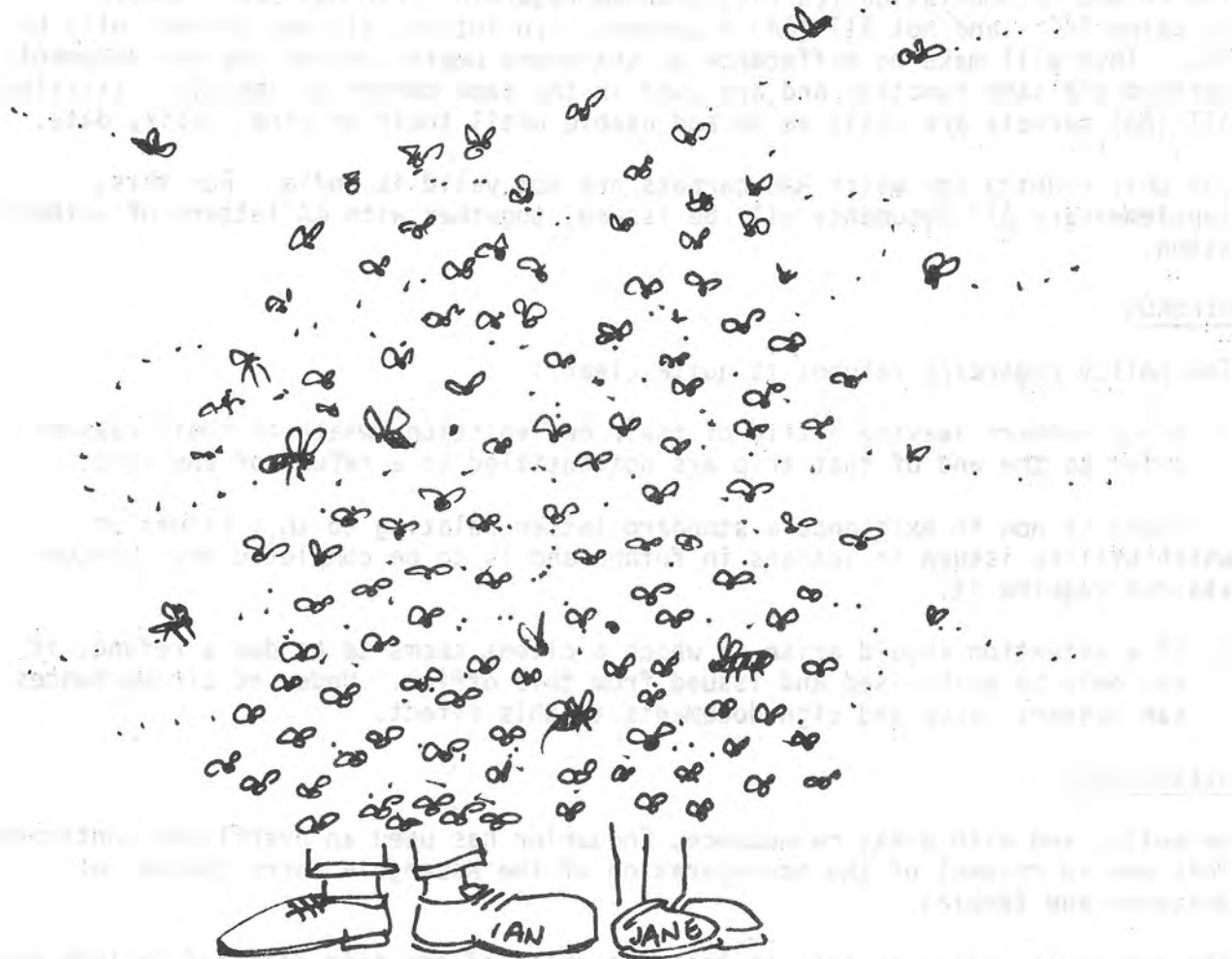
Puno 31 July : Group arrived without loss of luggage. Stayed one night in Lima at Claridges (\$6 a night each). Decided on boat trip from Puerto Maldonado. Took 9 days to Cusco as we took two deviations (one via Casta, between Lima and La Oroya, an appalling road; the other via Huancavelica, extremely good road, very scenic). It is questionable whether it took any longer than the usual route but the road to Cusco is very poor condition, even for 'piste' type roads. Group consequently changed their mind and decided to go towards Manu in the 'selva'. In the event, we went to Salvacion (one day's drive from Cusco over, again, a bone-shaking road) and then on to Shintuye where we took a boat for ½ day. It's the end of the road, very scenic and more jungle scenery than Pucallpa or Puerto Mishualli.

In Cusco, before going down to Shintuye, we went to Chincheros market on Sunday - DO NOT DRIVE TRUCK TO CARPARK AT CHINCHEROS - EXTREMELY DIFFICULT TO TURN AROUND AND VERY NARROW TOURISTY MARKET BUT LESS SO THAN PISAC.

* Cost of Uros Indians boat trip now 660 soles.

The second of the Peru/Bolivia trips is now in progress and it sounds as if it's proceeding well.

HOT SEAT



REMINDE ME TO WRITE TO THE INSECT REPELLANT
FIRM THAT SPONSORED US.

HOT SEAT

Despite various political problems world-wide, our operations, at present, are running pretty well trouble-free.

CARNETS :

The recent documentation (carnet) problem regarding Iran has been resolved by using RAC - and not AIT (AA) - carnets. In future, all our carnets will be RAC. This will make no difference to sharp-end operations as the new documents perform the same function and are used in the same manner as the old. Existing AIT (AA) carnets are still valid and usable until their original expiry date.

The only country for which RAC carnets are not valid is India. For this, supplementary AIT documents will be issued, together with AA letters of authorisation.

REFUNDS :

The policy regarding refunds is quite clear :

1. Group members leaving a trip of their own volition, whatever their reasons, prior to the end of that trip are not entitled to a refund of any sort.

There is now in existence a standard letter relating to this situation which will be issued to leaders in future and is to be completed when circumstances require it.

2. If a situation should arise in which a client seems to be due a refund, it can only be authorised and issued from this office. Under no circumstances can leaders issue and sign documents to this effect.

OVERFLIGHTS :

Recently, and with great reluctance, Encounter has used an overflight contingency. This was in respect of the non-operation of the Kazengula ferry (border of Botswana and Zambia).

The company's policy on this is that the price of the trip does not include any flight costs incurred with an overflight contingency.

In fact, EO is entitled to claim the entire cost from group members but is, however, prepared to pay 50%. The EMs' contribution is to be collected by the leader prior to the flight and IOU's are not acceptable.

This policy stands whether or not an overflight situation is known prior to a trip's departure.

AFGHANISTAN :

Recent events and EO's experiences in Afghanistan have prompted the following directive to all leaders running trans-Asian trips :

RECENT EVENTS AND THE CURRENT SITUATION IN AFGHANISTAN RENDER IT A COUNTRY THAT CANNOT BE CONSIDERED SAFE TO TRAVEL TO OR THROUGH. THEREFORE, UNTIL FURTHER NOTICE, ENCOUNTER OVERLAND TRIPS WILL NOT VISIT THIS AREA WITHOUT PRIOR CONSULTATION WITH AND CONSENT FROM THE LONDON OFFICE.

IF SUCH CONSULTATION/CONSENT IS NOT POSSIBLE, YOU WILL NOT ENTER AFGHANISTAN.

COMMUNICATIONS :

When sending a cable, please include the date of sending in the text.

* * * *

We have recently said goodbye to John Finch-Davies who has been with EO for several years and has successfully run many trips. He has decided to move on in order to explore new horizons. Thank you for all your efforts, John, and good luck in whatever you turn your hand to.

On 16 August, John Cadney left for Asia. Within the next two months, another 11 trips leave London - six to Asia, five to Africa and three in South America. On top of this, there will be six trips heading for London.

Obviously, the smooth execution of this programme will require close attention to detail and co-operation all round. Everyone within EO is an integral part of the whole operation and therefore we are all dependent on each other. A lot is expected of you because a lot is necessary; anything less will put the work-load up for your colleagues.

Derek.



From ALJ...

I hope Derek won't mind if I, too, make some reference to the programme that surrounds us.

21 long-haul departures are taking place in the 19 weeks between 10 July and 1 December (10 in Asia, 7 in Africa and 4 in South America).

Besides this, Brief Encounters include two more 4-weekers in Peru/Bolivia, four more 4-weekers and one 6-weeker in East Africa, two 4-weekers in the Sahara, the resumption of the Coral Island Safari programme, the start-up to the season's trekking/river-running in Nepal in October and Kathmandu-Goa in November.

In all it is, evidently, a programme which fully extends us.

That is as it should be - and as it has been planned! Amazing!

In conjunction with this, we certainly seem to have, at present, a situation in which all in Encounter Overland are doing their level best to play their part. I cannot emphasise enough how critical this is. There is going to be no room for half-baked efforts or for running out of steam before the job is done. In fact, the job is not done until the equally demanding "reciprocal" trips have taken place in the first half of 1980.

Further to this, there is going to have to be full Hot Seat involvement with the major problems that the current political climate is producing. And thus it is essential that the more "routine" aspects of trips are maintained at the highest level, ensuring against the need for any corrective measures at all. You must retain a firm grip on your own expedition and you must keep EOL promptly and concisely advised.

Please note that still greater emphasis is now being put on Encounter Overland's ability to operate trips to a strict and monitored budget, and you must play your part.

The programme above is justified not least as a result of continuing good sales. These are despite prevailing fears from bad press for many of the countries en route, and in spite of increases to our prices, and apparently they are also somewhat in contrast to the current sales experience of our competitors.

These results have been produced by what is now a well-established network and we would be at somewhat of a loss without Sundowners in Australia and New Zealand, Trailfinders in London, SSR in Switzerland, Travel Overland in Germany, De Jong in Holland, Westcan and Can-Trek in Canada, and not forgetting EOSF and Wally in Jo'burg and our own London contribution which Ms Banks almost single-handedly produces (and rather less reluctantly than she does Enflash!). Each of these agents has supplied absolutely invaluable bookings (or contracted whole vehicles).

WYVERN PARK

If people are travelling with Encounter Overland in greater numbers, while others get to hear good things about EO and are prepared to pay EO's higher prices, then there must be a reason. That reason is obvious - we apparently run quite a lot of quite good trips!

I am sorry to say that we are also capable of running some pretty mediocre ones and even some bloody awful ones - and there have been some examples during the last year. Most have been wholly avoidable and all could have been redeemed with extra effort (rather than with the compensation occasionally sought).

I am determined that Encounter Overland leader/drivers should more and more be known for their leadership qualities and that we are known only to have people who are not only capable but committed to doing the job.

A number of letters included in this Enflash expresses the standards that are necessary.

Safety :

Encounter Overland depends utterly on leader/drivers continuing to realise that no aspect of safety can be compromised. I have the feeling that sometimes only luck has stood between us and disaster. It is essential that the utmost care is taken the entire time. If you are not employing that continuous care, you are an unacceptable risk to your whole group and indirectly to all your fellows in this outfit.

I don't care how good, experienced, travel-hardened you are or how nonchalant you feel you are entitled to be - tell yourself you are going to be more careful than ever.

All in all, a pretty good month.

ALJ...

WREN PARK

A major portion of the year's turnrounds are complete and the yard is full of refreshed Bedfords hungry for EMs and unwary drivers!

Bill is his usual lovable self.

Recent entries in the "W * * *er of the Year" Award include :

Scouse - who snapped a torque wrench peg while using it in reverse

Shane - who removed the rocker shaft to make tappet adjustments easier

Yours truly - for brazing with a welding rod.

"Wallace the Shorter" is working with enthusiasm and taking lots of interest in the Air Canada arrivals.

Of the new faces, Robbie the Scot has a broken leg (trying to get it over something he shouldn't, no doubt?) and the usual heart-rending farewells are beginning as people take off on their first trip.

Suggestions for this month :

1. Try to fill in all information on reports (like chassis and engine numbers) as it avoids any possible confusion.
2. Please return exchange units (alternator, starter motor, etc.) to Wren Park, even when used - they are worth money!
3. Tappets should be adjusted every 6,000 miles - .013 inch cold.

Trust you're all keeping your end up!

Kevin



Sensuous sighs from SAN FRANCISCO : The EOSF Contribution

Dear Reader

Well, here it is - the long awaited (I'm sure) Enflash contribution, written with great perspicacity by the third member (yes, third member) of Encounter Overland of California. My name is Mr Cock Roach; I live at 369 Pine Street, Suite 516. I was invented mainly to keep the occupants sane and happy and to write this Enflash contribution. Annette and Barbara (the occupants) could not decide who has to - sorry, gets to represent EOSF in this month's Enflash, so here I am.

As most of you already know, Annette is now the Big Boss out here - aided by Ms King (American). On June 14th, Barbara arrived at 369 Pine to find Annette up to her glasses in paperwork. Sliding her glasses up her nose, Annette grabs her whip, cracks it at Ms King's feet and points to the pre-departure booklets. The next two weeks were spent with noses in paperwork! What fun those two girls had!

Soon things quietened down and everything was back to normal (whatever that is supposed to be?). I think the funniest part of the day around this crazy office is 10:30 am when the mailman arrives. My first impression was that these girls think they're going to receive mounds of Love Letters, and that is why they get so excited when the mailman comes...I was wrong! It's 10:30 am - the mailman arrives - Babs (sorry, Barbara - she hates me to call her Babs) and Annette leap towards the poor mailman and grab the letters from him. What are they doing, I ask myself? It turns out that it's a fight to see who can get the most lovely blue forms with \$150 attached. These are called BOOKINGS! The other day we received 5 long-haul bookings - the excitement was great! So great, in fact, that the jumping up and down the girls were doing caused the biggest earthquake in San Francisco since the big one in '06!

This earthquake was really very serious...but funny at the same time. Annette forgot to take her motion sickness pills that morning and Barbara was so scared that she joined me underneath the desk and for once she didn't mind me cuddling up to her. Meanwhile, Annette was turning green, blue, yellow and back to green. By that time, Barbara had blacked out!

I understand that Encounter Overland held a very successful film show where 20 people showed up (a record?) - all 20 are now prospective group members. The film show was good...it will be better next time if Barbara can remember the difference between a fresco and a fiasco! The hard part came when Annette was doing her job selling an African expedition - Barbara left alone to rewind the film. You guessed it...she did it wrong! She tried to fix it before Annette returned - too late. Furiously, Annette grabbed hold of the film to do it the Swiss way (the right way), only to knock over her glass of wine, all over everything!!

At least they didn't drop the film all over the floor.

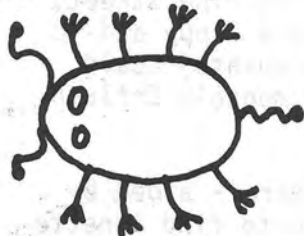
In a few days, Mr Dick Wheaton (famous EO driver of Potosi fame) will be coming to San Francisco to help me take care of these two young ladies. Being the only male in this office is not easy! Barbara and Annette are very excited about Mr Wheaton's arrival in SF as it's not every day a 'real man' comes to San Francisco. Don't worry, Dick - the girls will protect you!

To wind things up!

The girls are keeping on top of the work out here and seem to be very happy with life in general. Between their wolley-ball, tennis and Saturday champagne lunches, they work very hard for Encounter Overland (they made me say that!).

Well, it's almost, probably, 151% certain that you will hear from me again with an up-to-date report on the frescos (fiascos?) at Encounter Overland of CA.

Yours sincerely



Mr Cock Roach
EOSF Business and Love Affair
Coordinator and Supervisor



SPECIAL OFFER!!!

THE WREN PARK SKETCHBOOK OF THE MONTH CLUB

On the following pages are copies of beautiful, hand-tooled, ink sketches by a world-famous down-and-going artist to enhance your drawing-room/cab. This is a one-off, not-to-be-repeated, chance-in-a-lifetime offer of these superb prints (offer closes 1989). Available in a wide choice of subtle colours (black and white), each print is neatly mounted on vellum or horseback and enchantingly framed by a crooked policeman.

The Commission

Having marvelled at the First World War paintings of Vincent van Driver, the Polish ghetto sketches of the late Isaac Oming and the drawings of Colditz by "Biggles" Laverne, we decided to commission our own resident cartoonist's pal, one Pablo Marlstick, to record some down-home, back-to-reality type, ongoing workshop style, situationist scenes from the amazingly human, day-to-day life of the inmates of the Wren Park Remand Home for the Mechanically Insane. These delicate and true to life drawings beautifully and cleverly reflect the tasks and concerns of those courageous individuals who have decided to devote their lives to the advancement of world peace but who have joined EO instead.

We decided to let the artist describe each sketch himself.

THE ARTIST'S REPORT

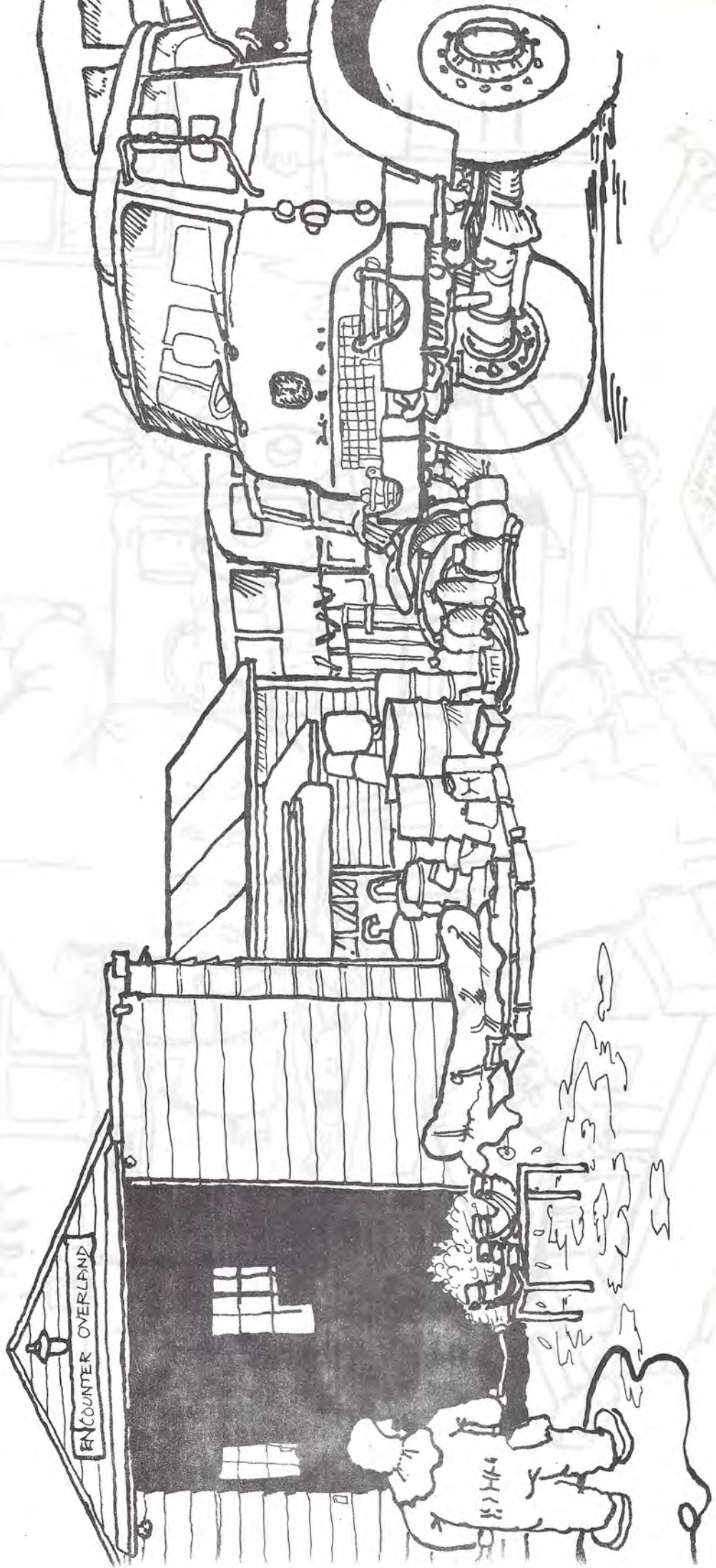
In the drawings which you will see on the following pages, I have captured some aspects of life at Wren Park. I have also captured three of the people working there and a small boy on a pushbike - on payment of £50, I will return them; in fact, you can have the small boy for nothing as he is a bloody nuisance.

Drawings:

1. In the first drawing, you will see a trainee driver (or "slave" as they were lovingly called), spraying Hollandaise sauce on two large lamb chops outside the modern, fully-equipped warehouse. He actually told me he was hosing down some springs. You may wonder why he is wearing a sock on his head. I certainly did. On the right of the picture, I have drawn one of the trucks waiting its turn to be re-equipped, having returned from a gruelling long-range expedition to the far-flung corners of the earth (one week in Scotland).
2. Preparation of the Engines - As you know, none of the EO trucks ever breaks down en route and this is because of the careful pre-departure attention given to them. Each engine is carefully taken to pieces, cleaned, checked, put into a box, shaken up and lost. Then a new one is purchased. In this picture, a young man from Glasgow is seen making delicate adjustments to the M-type engine with an axe. The propellor on the left is for vertical take-off situations.

3. Oily Work - in this picture, a gentleman from the land of the kangaroo and another from Jam Butty country are patiently glueing a spring unit onto the underside of the wrong vehicle. Encounter workers, as you can see from where my pen leaked, are not afraid of getting their hands dirty but they are afraid of almost everything else. Note the use again of the fine adjusting appliance used by the man on the left. The skateboards were borrowed from Treasure Treks.
4. At first sight, this drawing may seem to be of a man sanding down the top of a cab but in reality the ex-graphic artist is practicing mountaineering on a truck which is ready to go out to Nepal. The sanding machine is used to simulate the whine of a smashed starter motor.
5. The Storeroom - EO workers are only allowed into the storeroom on production of a current certificate of vaccination against food-poisoning, but often they creep in and grab food rather than risk the Greasy Spoon Cafe. Sometimes they borrow tents to sleep in as they like to "rough it" now and then after the luxury of the executive accommodation in Hitchin (the Mayfair of Luton) provided by the company.
In this storeroom, all the expedition supplies are carefully gathered, stacked and stolen before each expedition.
- 6 & 7. This double page drawing is interesting (or boring, depending on your birth sign) because it shows life going on inside the workshop. On the left, a chap from Yorkshire is digging into a bin for some spares for his motorcycle. The man with the beard is William ('Faster you dogs') Wallace, the Camp Kommandant, who is discussing barbecue tactics with a rather foreshortened Mr Rumball. The latter is smiling because my pen slipped. The Australian on the right has concussion and is carrying a box of first-aid equipment.
Hedgehog on left is the central character in an astonishingly unfunny esoteric joke which I will not bore you with.
8. This picture shows the fine Victorian house (often featured in Frankenstein films) owned by Mr Rumball (another reason why he is smiling in the previous picture). The house overlooks Wren Park and the superstructure contains spotlights to deter would-be escapees. Upon arrival, I was introduced to the head of the escape committee but I will reveal no names - if the person concerned will leave a complete set of clutch-plates by the third tree on the right in St James' Park.
The trailers in the foreground (or 'dustbins' as they are called) are lined up so that they are hit by trucks reversing in the yard. The chap in the front of the picture is carrying a large Aertex tent (new design) or a boiling sausage depending on how hungry you feel.
9. The Death of the "WOMBAT" - (warning: this could happen to us - allegory).
Have you ever wondered what happens to an old expedition vehicle? No? Anyway, here we see the Wombat, having finished its days as a useful member of the EO team, being put out to grass in good grazing land beside the workshops; its ancient body being used as a donor of spares for other vehicles. Here Herr Wallace borrows a fuel tank and a towbar for use on his Morris. Wombat has the company of a goat tethered nearby in case it gets lonely or nostalgic for Moroccan smells. The funeral will be on Thursday.

So there they are. Beautiful drawings of life at its most tedious. I am sure that you, like me, would wish to have them in your home.

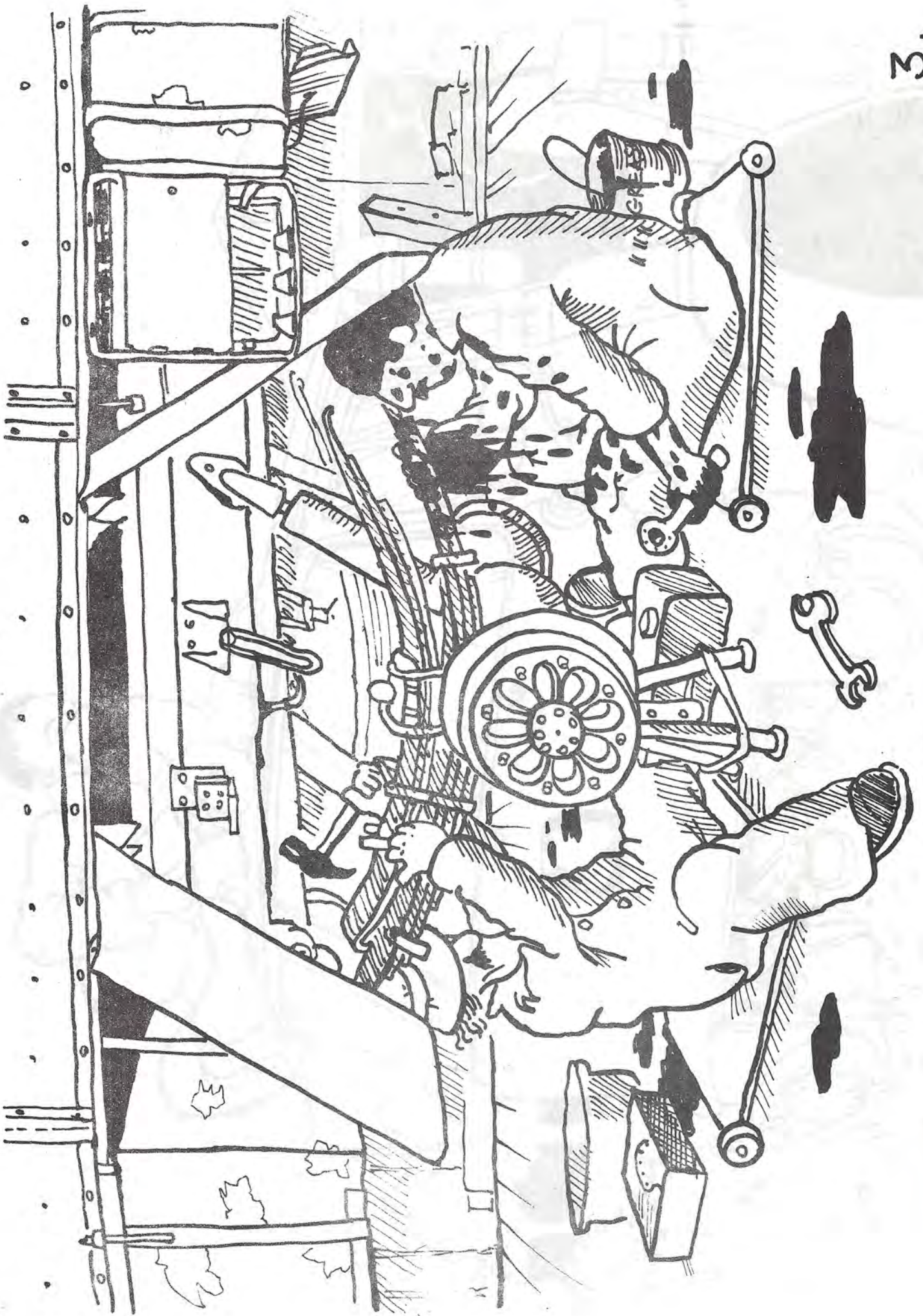


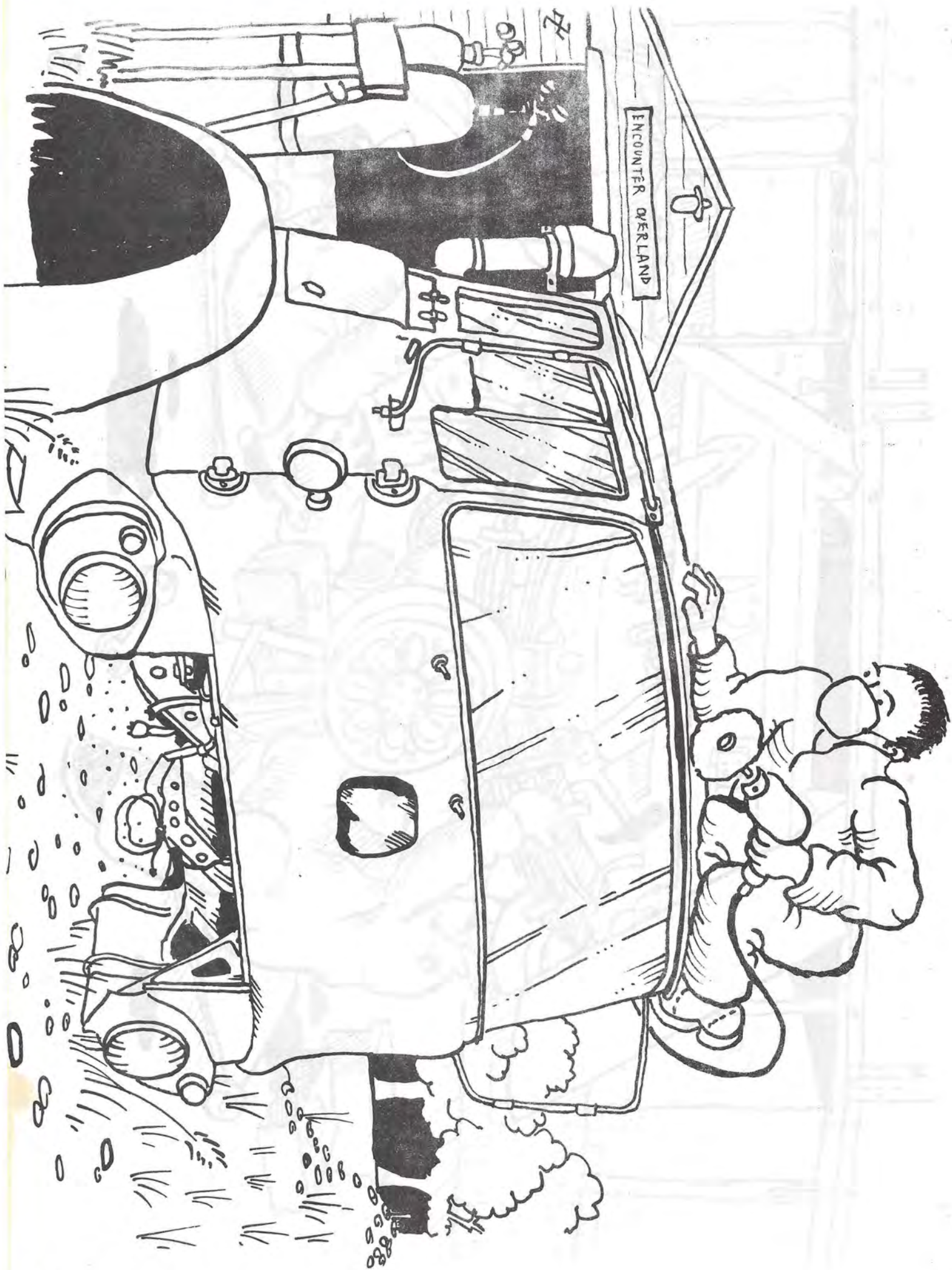


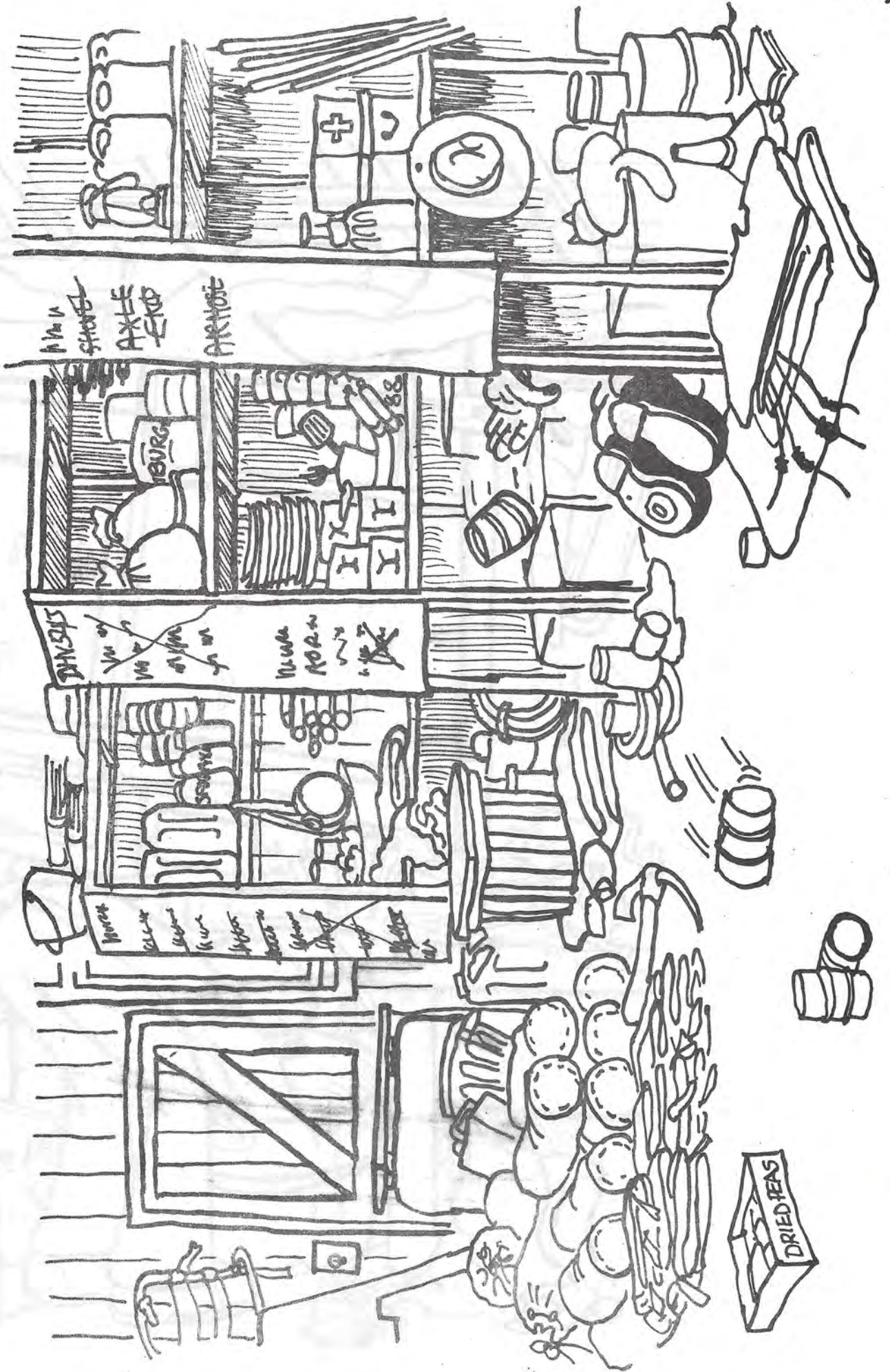
NO
SMOKING

KEEP
STEEL
TIDY!

FIXING
ENGINE &
MOTOR





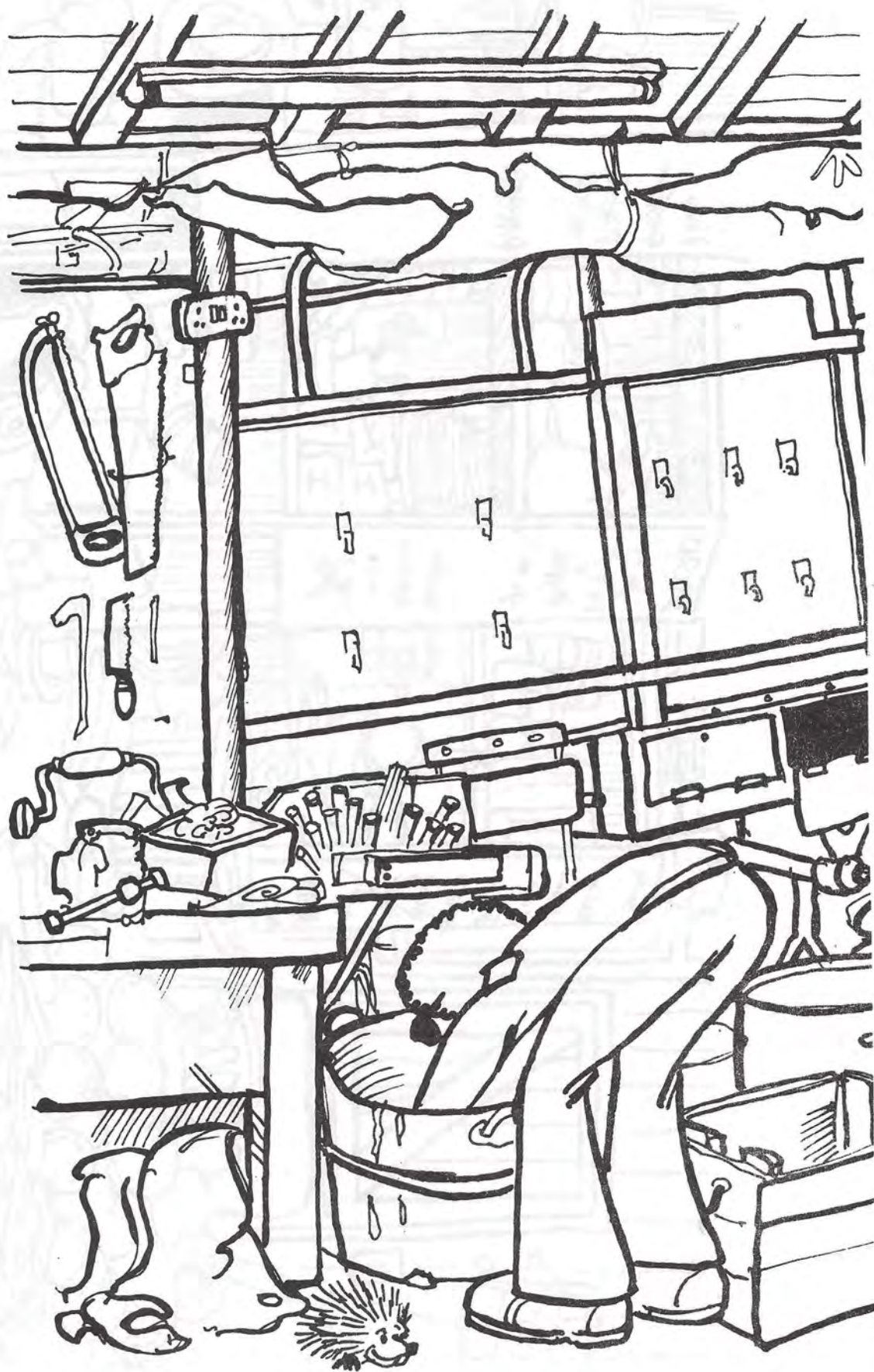


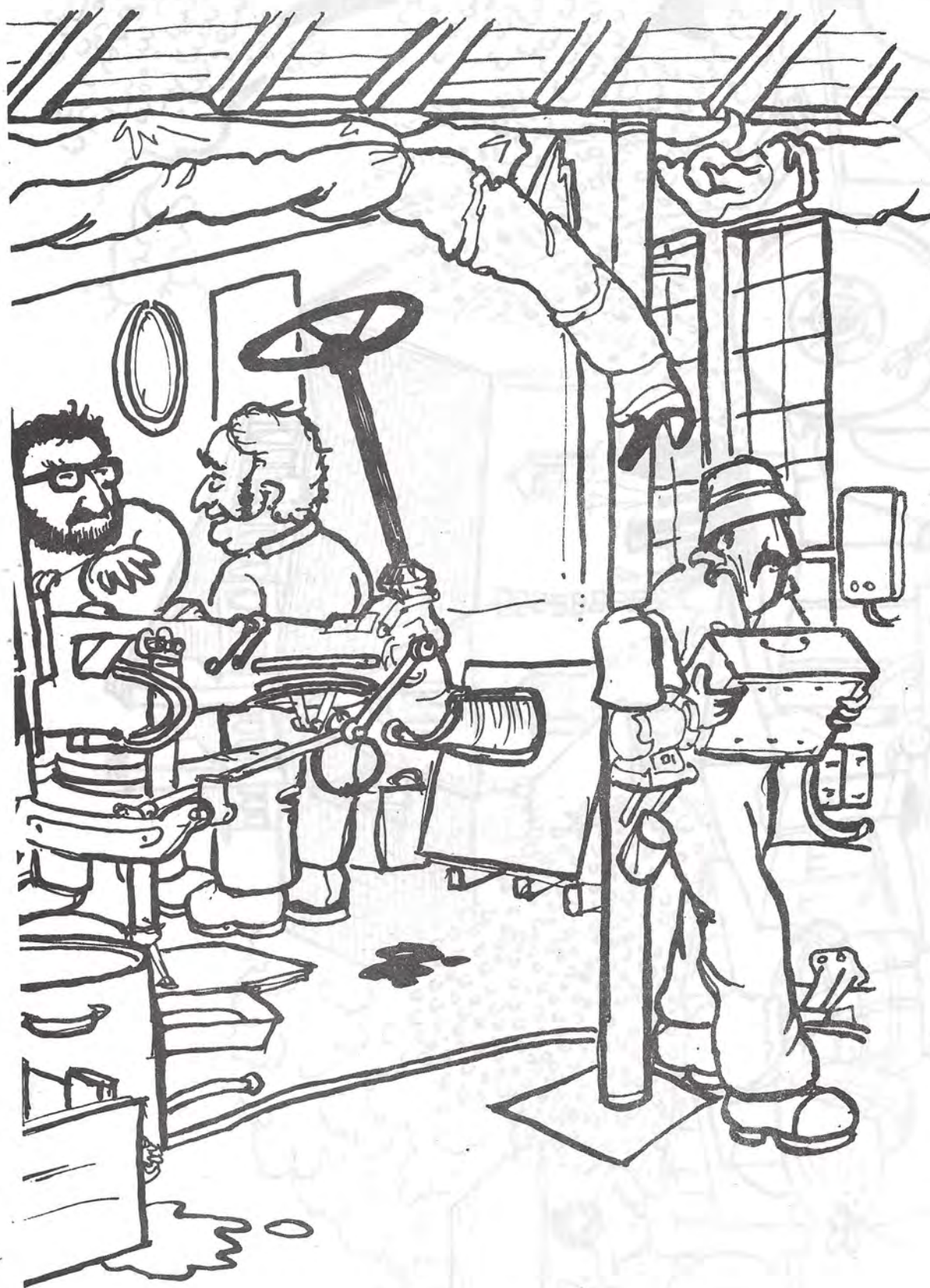
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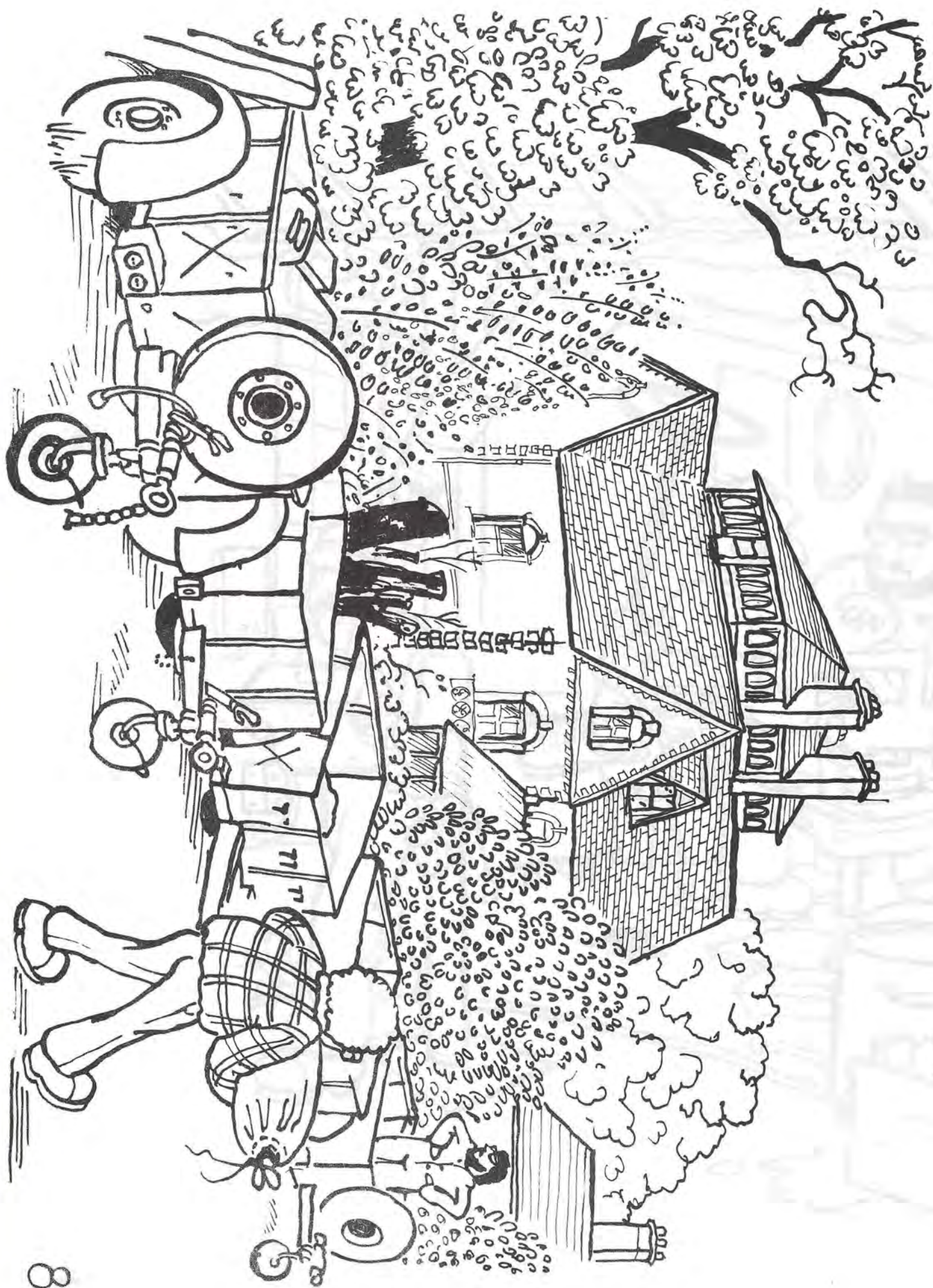
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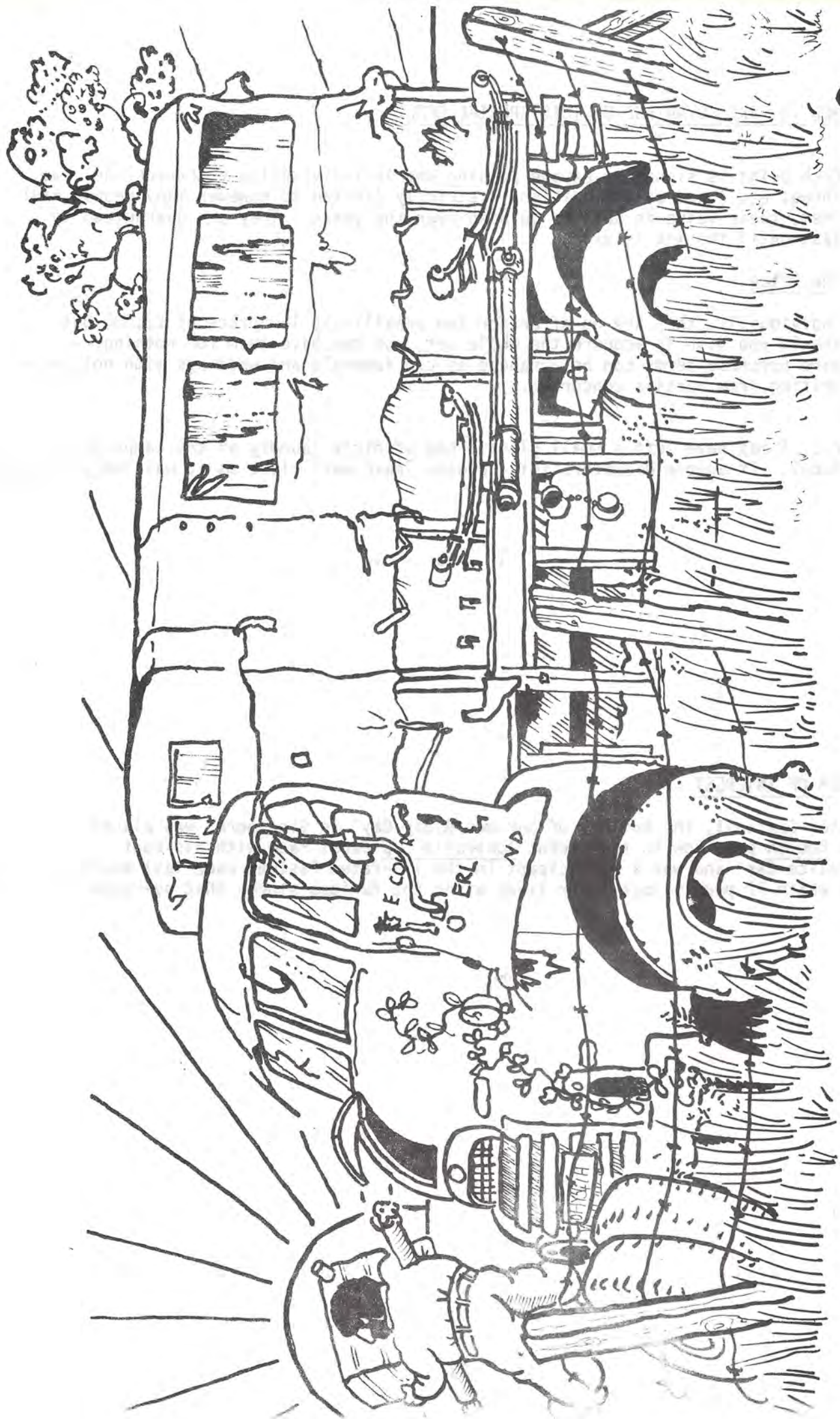
MAR 1942
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MAY 1942
JUN 1942
JUL 1942
AUG 1942
SEP 1942
OCT 1942

DRIED PEAS









HOW TO TAKE ADVANTAGE OF THIS SPECIAL OFFER

Each print is signed by anyone passing and is individually numbered (one, two, three, etc.) and as the edition is strictly limited to however many people want them, their value is sure to go down over the years. They are guaranteed to last until the ink is dry.

The Price

Individually, they are on offer for the appallingly low price of £2,000 but should you wish to acquire the whole set, you can have them for nothing. Hire purchase terms can be arranged as can funerals and weddings with notice in writing from parties concerned.

P.S. I may have left a small plastic bag of dirty laundry at the campsite in Kabul. If anyone discovers this, please leave well alone as it was ten years ago!

* * * * *

ITEM OF INTEREST :

Peter Cantwell, the builder of our own 'Gypsy Gay' in Singapore, was placed in fourth position in the recent Admiral's Cup yacht race with his boat 'Police Car' and was a participant in the ill-fated Fastnet race last month in which 17 people lost their lives after the furious storms that overtook it.

LOCAL MAN BREAKS SNAIL-EATING RECORD

From our Hitchin correspondent

Shefford - Sunday 5 August 1979

Local residents at Wren Park, Shefford, were again involved in scuffles with enthusiastic revellers at the 93rd Bi-annual Encounter Overland/Rumball Garden Party late last night.

The party, which was started at 7:30 pm Saturday evening, was frequented by the many members of the overlanding and farming communities in the local area.

Local resident, Mr Norman Conquest, of The Caravan, Wren Park, said of the event "It was disgusting! I went out as usual at 11:30 pm to dust the cat and I couldn't help noticing all the half-naked people cavorting about in the swimming pool! There was even one man standing in the middle of the water, dressed in a lounge suit, drinking a pint of beer! What kind of behaviour is that, I ask you?

That fat man they call Wallace was there - running around on the lawn, wearing just his underpants! Mind you, I couldn't see properly as the box I was standing on fell over..."

Mr Conquest was unable to finish his report as, at that point, he was dragged off by two men in white coats.

One of the party's organisers, a Mr David Rumball, later told our reporter - "During the proceedings, a record number of steaks, over two hundred and six sausages, two hundred and four bread rolls and over five dishes of salads (which included eggs, cucumber, French lettuce, asparagus and other delicacies) had been eaten by ravenous guests and gatecrashers!"

A spokesman for the company, Mr Ian Counter, later said that although several residents had complained, these had now been dealt with and the company expected to hear no more of the matter.

One of the late night revellers, who wished to remain anonymous but whose real name is Jock Smith, said that despite the initial lack of enthusiasm from guests, the EO Annual Swimming Gala had taken place and, led by boss, Tony Jones, many of the competitors took to the water, some in a variety of craft.

Mr Tony Sloyan, described as an ex-demolition expert, later made an attempt at jumping the pool in a kiddy's 'go-kart'. His attempt, however, was unsuccessful and further tries at the record were called off due to a lack of beer.

Celebrations lasted through Sunday and into Monday when a halt was called due to the fact that Wallace wanted everyone back at work.

The head of North Bedfordshire CID said later at a press conference that he had never heard of Encounter Overland but that his officers would look closely at the problem to ensure that there had been no contravention of the Immigration laws. A report would be forwarded to the Director of Public Prosecutions in due course.

And so a good time was had by all and most drivers, trainees and staff are looking forward to the next ~~excuse for a piss-up~~ garden party!

P J Wood

EXCHANGE RATES

FUEL COSTS

	COUNTRY	CURRENCY	^{US} EQUALS 1\$	^{LITRE} PER GALL/	(LOCAL) COSTS	\$ APPROX
ASIA	UK	POUND	2.29	GALL	1.17	2.68.
	BELGIUM	FRANC	30.75			
	GERMANY	D.MARK	1.81	LITRE	1.04	0.57
	AUSTRIA	SHILLING	13.80	LITRE	7.40	0.54
	SWITZERLAND	FRANC	1.77	LITRE	0.70	0.40
	YUGOSLAVIA	DINAR	18.95	LITRE	7.20	0.38
	GREECE	DRACHMA	36.54	LITRE	7.35	0.20
	TURKEY	LIRA	42.00	LITRE	8.40	0.20
	IRAN	RIALS	70.92	LITRE	2.48	0.03
	AFGANISTAN.	AFGANIS	41.00	LITRE	20.00	0.50.
	PAKISTAN	RUPS	9.88	LITRE	1.58	0.16
	INDIA	RUPS	8.05	LITRE	1.46	0.18
	NEPAL	RUPS	11.90	LITRE	2.74	0.23.
	FRANCE	FRANCS	8.96			
	ITALY	PSTAS	899.38	LITRE	186.00	0.22
AFRICA	SPAIN	PSTAS				
	CEUTA	PSTAS				
	MOROCCO	DIRHAM	0.413	LITRE	0.06	0.15
	ALGERIA	DINAR	3.89	LITRE	0.55	0.14
	NIGER	CFA	206	LITRE	83.10	0.40
	NIGERIA	NIRA	83	LITRE	11	0.13
	CAMEROON	C.F.A	200	LITRE	90.80	0.45
	C. AR	CFA	200	LITRE	95.00	0.48
	CONGO	ZAIRE				
	RUANDA	R. FRANCS				
	TANZANIA	SHILLING	8.10	LITRE	2.76	0.34.
	KENYA	SHILLING	7.44	LITRE	2.24	0.30
	ZAMBIA	KWATCHA	0.80	LITRE	0.26	0.33
	BOTSWANA	PULA	0.84	LITRE	0.41	0.49
	S. AFRICA	RAND				
S. AMERICA	COLUMBIA	PESO	38	GALL	21.30	0.56
	EQUADOR	SUCRE	28	GALL	3.50	0.13
	PERU	SOL	219	GALL	84.50	0.39
	BOLIVIA	PESO BOLIVIAN	20	LITRE	1.40	0.07
	CHILE	PESOS	35.45	LITRE	9.50	0.27
	ARGENTINA	PESOS	1162	LITRE	257	0.22
	PARAGUAY	GUARANI	132.70	LITRE	30.90	0.23
	BRAZIL	CRUZEROS	18.66	LITRE	4.00	0.21.

DRIVERS POSITIONING AS AT 28 AUGUST 1979

DRIVER	DEPARTURE	DATE	LAST CENTRE	DATE	NEXT CENTRE	DATE	DESTINATION	DATE
BRETT	London	12 May	Lusaka	28 Aug			Johannesburg	31 Aug
JOHNSTON	Johannesburg	4 May	Yaoude	22 Aug	Kano	29 Aug	London	30 Sep
HURST	Johannesburg	15 Aug	Lusaka	28 Aug			London	11 Dec
HUNTER	London	25 Aug			Tunis	4 Sep	Johannesburg	14 Dec
TOWNSING, CADNEY	Kathmandu	1 May			ARRIVED		London	20 Jul
CORDWELL	Kathmandu	15 May			ARRIVED		London	4 Aug
CREAMER	Kathmandu	10 Jul	Quetta	16 Aug	Esfahan	22 Aug	London	24 Sep
CRABB	Kathmandu				Delhi	28 Aug	London	5 Nov
CRABB, LEENERS	London	17 May			ARRIVED		Kathmandu	1 Aug
MULLER, SIMMONS	London	14 Jun			ARRIVED		Kathmandu	1 Sep
JONES	London	26 Jul	Kayseri	14 Aug	Esfahan	28 Aug	Kathmandu	10 Oct
CADNEY	London	16 Aug	Istanbul	28 Aug	Kayseri	6 Sep	Kathmandu	31 Oct
SCULLY, ROBINSON	Barranquilla	12 May			ARRIVED		Rio de Janeiro	24 Aug
WOLFE	East Africa	26 Aug					Dar es Salaam	22 Sep
WALL	Tunisia/Algeria	4 Aug					Tunis	24 Aug
WAY	Peru/Bolivia	12 Aug					Lima	8 Sep

BOOKINGS STAT AS AT 31 JULY 1979.

EXPEDITION	EOL	EOJ	EOSE	IFL	WEXAS	SSR	CANTREK	WESTCAN	SUNDOWNING	AFRO	DEJONG	TENAC OVERLAND	TOTAL
LONDON - KATHMANDU	6 (1)			7	1	2		2					17
KATHMANDU - LONDON									6 (1)				5
LONDON - JOHANNESBURG	3 (1)		1 (1)	7 (1)		(1)		1	1				9
JOHANNESBURG - LONDON			1						2				3
LONDON - DAR ES SALAAM	3 (1)												2
DAR ES SALAAM - LONDON													1
BARRANQUILLA - RIO						3 (2)			(1)				9
BARRANQUILLA	5			3		1			1 (1)				2
TURKEY												2	1
TUNISIA													12
MOROCCO				1									2
EAST AFRICA - 4 WKS.		1	3	1					1		3 (2)	5	12
EAST AFRICA - 6 WKS	1	1	(1)									1	2
SAHARA SAFARI	3											1	4
AFGANISTAN													1
KATHMANDU - GOA	1		(1)						2			2	4
DELHI - KATHMANDU												1	1
SOUTHERN INDIA													1
NEPAL - TREKKING & RIVER RUNNING	1		1 (1)										1
SAN FRANCISCO - PANAMA													1
PANAMA - SAN FRANCISCO													1
PERU - BOLIVIA	(1)			1								2	2
GYPSY - PHUKET									1				1
GYPSY - PHUKET - PENANG	4			2	2				3				11
KASHMIR													1
TOTAL	27 (4)	2	6 (4)	22 (1)	3	6 (3)	-	3	17 (3)	-	3 (2)	14	86

		SEPTEMBER							OCTOBER			NOV		DEC		JAN		FEB	
		6	11	13	22	26	27	29	4	6	20	17	1		30	9	20	23	
ASIA	EXPED.	19		19				29	4	6	20	17	1		30	9	20	23	
	LON/KAT					27	20												
	KAT/LON	15																	
AFRICA	LON/JOB					20			19	41						3			
	LON/NBI																		
	JOB/LON					19									2	4			
	NBI/LON																		
SOUTH AMERICA	BAR/RIO									47									
	RIO/BAR				22								22					28	

BOOKING STATS AS AT AUGUST 31st. 1979.

	SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER							JANUARY							FEBRUARY						
	1	6	9	17	27	29	30	8	14	18	28	29	4	8	11	19	25	29	2	9	10	16	20	30	31	6	10	13	20	21	31	3	10	11	21							
BRIEF ENCOUNTERS	1																																									
EAST AFRICA															20				20									0				0										
SOURCE OF NILE							13																																			
SAHARA SAFARI	14				20																																					
MOROCCO																																										
TUNISIA / ALGERIA																		10																								
KAT - GOA														3					1																							
DEL - KAT																					6						0															
SOUTH INDIA																																										
NEPAL TREKKING RIVER SWINING								7					3											0								0										
PERU / BOLIVIA			16																																							
GRASY PAN - PEN	0			0					0					3				3					1				7				1			0								
GRASY PEN - PAN				0				0				0				0				2										0				0								

BOOKINGS STAT AS AT 21 AUGUST. 1977.

EXPEDITION	EOL	EOI	EOSE	TEL	EOK	SSR	CANTREK	WESTCAN	SUNDOWNERS	WEXAS	DELONG	TRAVEL OVERLAND	TOTAL
LONDON - KATHMANDU	6 (2)		1	1				3					7
KATHMANDU - LONDON						(2)			5 (1)		1		5
LONDON - JOHANNESBURG	7		3	3		1	(1)	2	1			3	19
JOHANNESBURG - LONDON	2	1										1	4
LONDON - DAR ES SALAM													-
DAR ES SALAM - LONDON													-
BARRANQUILLA - RIO	1 (2)					3		1	1				4
RIO - BARRANQUILLA	3	2				1			5		1		12
TURKEY													-
TUNISIA													-
MOROCCO													-
EAST AFRICA - 4 WKS	2		2				2				(1)	2	7
EAST AFRICA - 6 WKS	1 (1)								1				-
SAHARA - SAFARI	6			1								7	14
AFGANISTAN	-												-
DELHI - KAT									1				1
KAT - SOA			2										2
SOUTHERN INDIA				2								2	4
NEPAL - TREKKING & RIVER RUNNING	4		4	1				1					10
SAN FRANCISCO - PANAMA													-
PANAMA - SAN FRANCISCO													-
PERU - BOLIVIA						1						2	3
GYPSY - PHUKET	2											1	3
GYPSY - PHUKET - PENANG	2								3			1	6
KASHMIR													-
TOTAL	36 (5)	3	12 (1)	8	-	6	2	7	17	-	2	19	101

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