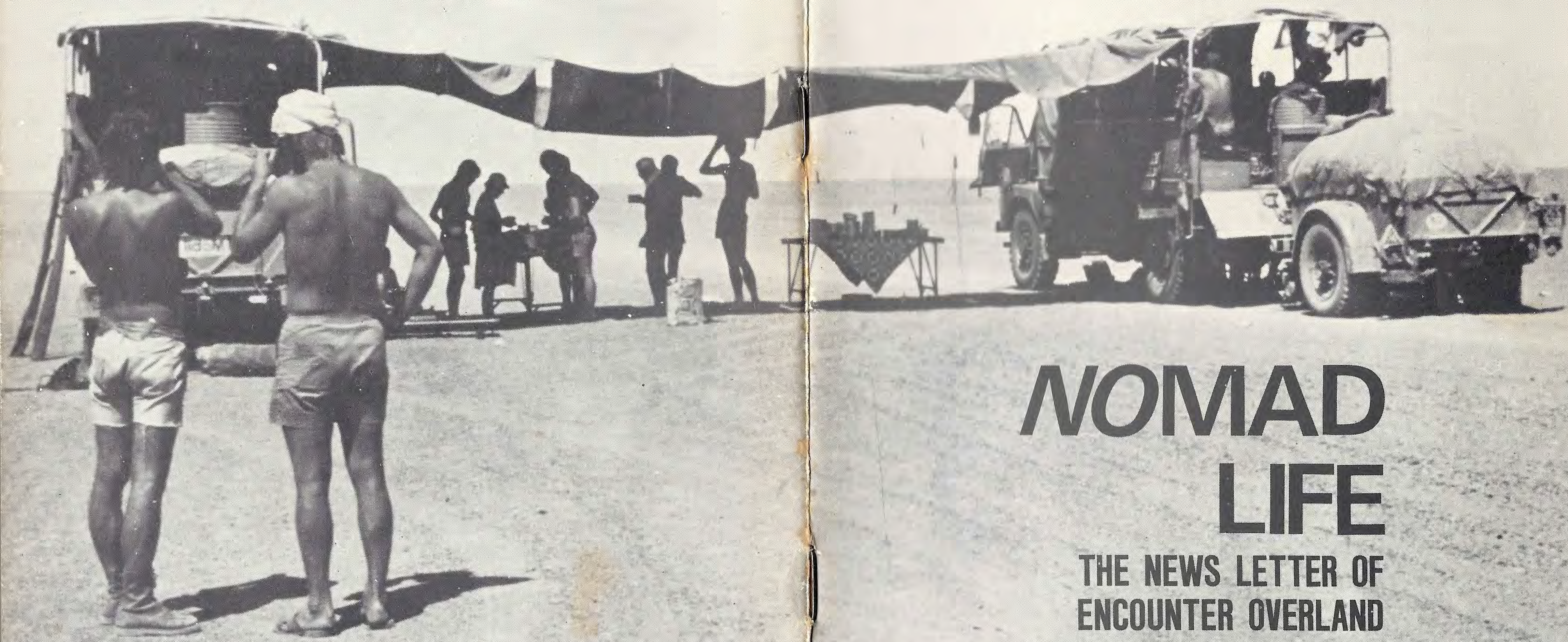


Jim Richardson



NOMAD LIFE

THE NEWS LETTER OF
ENCOUNTER OVERLAND

MID-DAY
MID-SAHARA

ENCOUNTER OVERLAND (LONDON) LTD.,

(WALLY JONES, REPRESENTATIVE FOR SOUTH AFRICA)

532 MARITIME HOUSE

26 LOVEDAY STREET, JOHANNESBURG.

TEL: 838-4945 OR 834-7268

EVENINGS & WEEKENDS: 59 CONRAD DRIVE,
BLAIRGOWRIE, RANDBURG. TEL. 48-4502

10.30 — 6.30 p.m. and Sat. 10.30 — 1.00

or by prior arrangement

ALSO

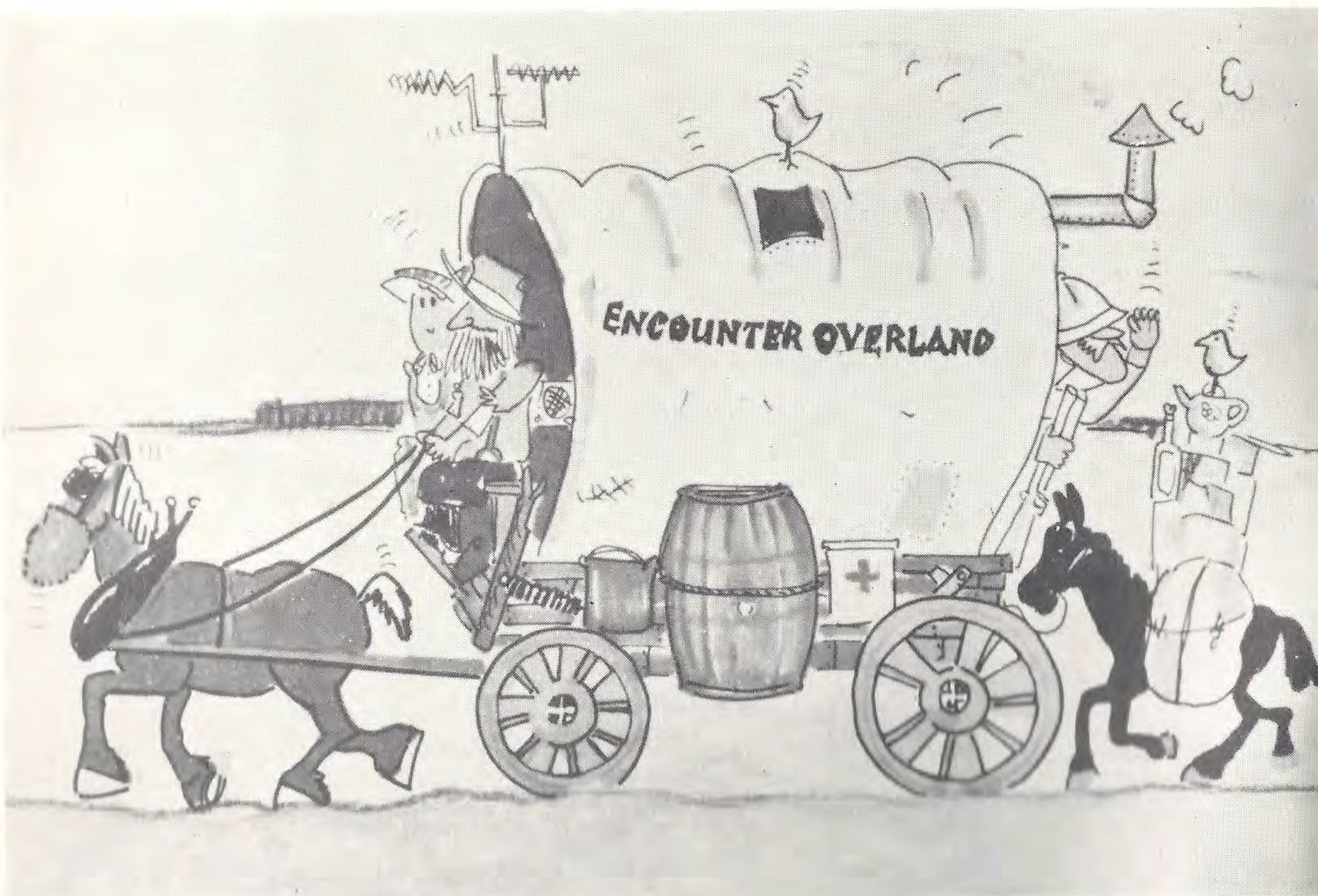
ENCOUNTER OVERLAND (LONDON) LTD.,

(HARRY MARSH, DURBAN AGENT)

P.O. BOX 4745

DURBAN.

TEL: 31-8743 OR (EVENINGS) 778-203



"We've been going for ten years! "

10 YEARS OF ENCOUNTER OVERLAND

It was exactly 10 years ago next month that the concept and name of Encounter Overland were born, and now Encounter has the reputation among globetrotters and overlanders as the most experienced and adventurous team organising small group expeditions.

Encounter has its home in London which is the centre of world-wide camping tours and has seen many overland companies come and go. Paradoxically, though Encounter is one of the very few original teams that still remain, it has not grown by huge proportions nor changed beyond recognition. Encounter has held onto its original concepts and attitudes, and it is precisely that same spirit of adventure and enquiry (not any tycoon dream of a tour agency empire) that has lead Encounter into exploring new places.

At this moment there are E.O. groups travelling the length of Africa and an E.O. group is in The Andes exploring the ancient Inca Empire (or perhaps by now navigating 600 miles of the upper Amazon) while on a 17 week journey through 16 countries between Buenos Aires and Los Angeles. Soon, when the northern spring comes, a group will again be crossing Europe towards Asia Minor, Persia and Afghanistan and so to The Himalayas.

During our ten years, Encounter groups have travelled in more than 60 countries. Apart from the expeditions to India, Kashmir and Nepal there have been those to the Northern Sahara and The High Atlas Mountains, others to Syria and Jordan, special expeditions trans-Sahara, the first ever vehicle crossing of the Salt Desert of Iran and to Nuristan and The Hindu Kush. There have also been expeditions into South East Asia including the first expedition from London to Laos and Cambodia, though these have stopped since 1970 (to begin again shortly we hope).

If we have found that our concepts and attitudes have needed no dramatic change, then it can only be for a combination of two reasons;

- (i) there are still places that are best (or only) visited overland, and
- (ii) there are still young people with spirit enough wanting, despite the lures of neon and concrete, to go and see for themselves.

Every man and woman who ever joined an E.O. Group has had a terrific opportunity to contribute enormously and almost everyone has. E.O. people join a team and participate in practical ways and with a spirit of enquiry and goodwill, and thus help to create a sympathetic environment that enhances contact with others and friendship among ourselves. E.O. groups have consisted of as many as 12 nationalities and everyone's young.

We have recently come to set up a base in S.A. centred on a small office downtown. We think that with our experience we can be of value to travelling people. Unless you're quite sure we have nothing in common please call in and see us or come to one of our informal meetings or give us a ring.

Sincerely,



Wally Jones
S.A. Representative
Encounter Overland Ltd.

28.2.73

INFORMAL MEETINGS :

ENCOUNTER holds meetings regularly in Johannesburg twice each month - on the 2nd and 4th Tuesdays. They are held at :

THE VICTORIA HOTEL

(next to the President Hotel)

PLEIN STREET, - they start about 7.30pm.

13th & 27th MARCH

.....

10th & 24th APRIL

E.O. projects and other ideas are discussed and we like to tell people about our trips using some fine colour slides taken on expeditions.

ALL WELCOME - DO BRING ANY INTERESTED FRIENDS.

(N.B. There are special meetings for groups prior to the start of each expedition)

NEWS FROM THE SHARP-END

AFRICA:

Encounter has just 3 years of trans-Africa experience, but in that time there has barely been a moment when somewhere on the continent revolt or revolution, political intrigue or sabre-rattling have not threatened the success of an expedition. The Biafran War closed Nigeria, there have been 2 known assassination attempts on Hassain of Morocco, Chad is fighting an internal war, Uganda we all know about, and the troubled banks of the Zambesi.

Yet never, in more than 20 crossings of Africa, has a political problem (nor any other problem for that matter) been allowed to stop us reaching our destination nor seriously marred our journey; rather, on occasions it has added an extra piece of excitement to the trip. Detours are planned and sometimes used; we are currently using one through beautiful Rwanda to avoid Uganda, and we may well employ another unless tension on the Zambesi eases.

The last group to leave Johannesburg for London crossed The Zambesi at the Victoria Falls on 2nd February during a particularly tense few days, but without incident.

Kili-Killers:

Although you'll find no mention of it in the 15 pages of relevant facts that for 3 years have served as the E.O. trans-Africa expedition information, these days every group has the choice to climb Kilimanjaro in

Tanzania. Most choose to though this does not mean that those of the group who don't have no alternative but to sit at the bottom, for there's more to see of the East African coast and nearby game-parks.

Our record on 'Kili' is quite respectable with a better than 75% success rate - the girls doing at least as well as the men. Climbing the 19,300 ft. (5960m) mountain having arrived directly from the sea-level of Oyster Bay near Dar es Salaam is quite an achievement. Yes, there's a lot more to getting the most from crossing Africa than just bouncing along over dreadful tracks - ask any E.O. Kili-killer.

Rwanda has proved a wonderful alternative route avoiding Uganda. It is very mountainous with steep wooded slopes and high green meadows. On the equator here one might for a moment suppose one were in the foothills of the Himalaya - the people just as friendly.

The hills do not end on leaving Rwanda. From the sandy shores of Lake Kivu the route is north into the Parc National des Virunga that used to be known as the Albert National Park. Here where lion and leopard and rhino are by no means rare and buffalo and elephant are abundant, the night sky glows with the red cloud of an active volcano. This is no freak occasion, this is every clear night. This is Nyiragongo, one of Africa's few erupting volcanos, and it is possible to climb it.

The climb to the crater rim takes about six hours through dense forest (and should not be undertaken late in the day for disturbing elephant). The view into the crater is incredible enough by daylight, but after dark one looks into a hellish inferno of molten lava. Below the summit is a hut where a group can spend the night.

I doubt we'd chose to return to travelling via Uganda even if President Idi Amin were more accommodating.

As we go to press (28/2/1973) the group that left London in late November is in Lusaka and, we expect, discussing its Zambesi contingency plans. Which of the several alternative routes they may take in the light of present tension is, for the moment, a matter of some conjecture. We hope that some of the recently arrived (!) members of the group will be coming along to the gathering on 13th March. Meanwhile a north-bound group that left on 27th January is just entering Rwanda and one that left London for Johannesburg on 10th February is reported near Tamanrasset in the middle of the Sahara.

STOP PRESS :

Phone call from Clive Imrie and Ray Wolfe on southbound expedition in Blantyre saying due to Zambesi trouble they have gone from Lusaka to Blantyre. They report rocket-launcher attacks around Tete in Mozambique, and they propose to take the route - Blantyre-Beira-Lourenco Marques - Johannesburg, and do not expect to be here before the 12th March.

1/3/1973

THE ALTERNATIVE FAR EAST

It hardly matters what information one picks up about a journey across Asia, it always seems that the overland route as far as India is fairly thoroughly dealt with, but that beyond lie only growing cosmopolitan cities joined by expensive air routes. Shock waves from Vietnam have reached them all - Singapore, Bangkok, Djakarta, Hong Kong, Manila, Taipei - and they are, by and large, garish untypical Far Eastern showpieces. What lies outside is far more interesting, finding it is by no means out of the question.

Overland access into South East Asia is not yet possible, but crossing the Bay of Bengal is easily done by sea or air. Burma has now opened up more than just a crack and visas for seven days can be obtained. Prices there are low. Rangoon is exciting - and is excited to see Westerners again - Mandalay can be reached by river boat up the Irrawaddy. From Bangkok one can quickly reach northern Thailand and get up into the hill tracts beyond Chiang Rai into the tribal lands of the Meo and the Khmu on the upper Mekong river and reach the Laotian Lilliput capital of Vientiane.

South of Bangkok there are delightful little towns and the friendliest people and offshore coconut islands like Kosumoi in the Gulf of Siam and Phuket in the Andaman sea.

Penang can be reached by ship from Madras or visited on a journey through the Malay peninsula which might perhaps include a trip up into the Cameron Highlands and the quite unspoilt east coast before reaching Kuala Lumpur, Malacca and Singapore. From there ferries go regularly to Palambang in Sumatra, and the whole of Indonesia through Djakarta and Bali to Flores is blessed with a good - if archaic - shipping service. There are also sailings to Manila (unaffectionately known as Dodge City East) and Luzon the main Philippine island is a fantastic scene that seems to fuse the cultures of eastern Asia and central America.

Some five years ago it was possible to see almost all one wanted in China and there is no doubt that it is again possible, if not actually easy. The British insist you travel first class from Hong Kong to the border to Canton one joins 3-day tourists with "soft seat ticket, baggage transfer, lunch, service charge". But the next 2,000 miles in China are travelled "hard class", an incredible encounter from the southern provinces through Chuchow to Hangchow and Shanghai and later across the huge Yangste bridge at Wuhan to Tientsin and Peking. This all with little contrivance but the help of two enigmatic Chinamen in HK.

Once in Peking it is possible to obtain visas for Outer Mongolia and Russian Siberia. Moscow is just six days away.

What an incredible summer journey; land of the midnight sun, all clocks on Moscow time, the restaurant car open only an hour three times in twenty-four and the vodka of homeward-bound Muscovites to boot, breakfast at dinner-time or alcohol in lieu. This after all is the decadent west!

See the "Overlander's Guide to Connecting Travel".

----- cut here -----

Please return this form for the next edition of NOMAD LIFE.

ALSO for full expedition details please tick:
(1), (2), (3), (4). ONE BROCHURE ONLY PLEASE
or telephone, or come and see us, or come to
a Meeting (See page 2).

- (1) The Trans-Africa Expedition
- (2) To the Roof of the World (expedition across Asia).
- (3) The Latin America Expedition
- (4) The Overlander's Guide to Connecting Travel.

Name: (Mr.Mrs.Miss)

Address:

.....

Telephone: (Home) Age:

(Work) Nationality:

The Overlanders Guide To Connec- ting Travel.

Encounter Overland in London have compiled a very useful booklet known as "The Overlanders' Guide to Connecting Travel".

For those who are planning to see a lot of our planet it is an invaluable reference and the right place to start getting a detailed insight into all the alternatives and permutations and prices of ways across the world.

It deals with all five continents and not only gives a guide to inexpensive link travel between them but also gives useful tips about travelling within them.

The booklet, which is available to enquirers here in South Africa, closes with some advice on visas, travel insur-

ance, etc.

The booklet is the result of a unique amount of first-hand knowledge and information as well as tips that have reached us from former E.O. travellers. It will give you a good idea of what is available and we think you'll be quite surprised just how low many of the prices are.

Though it is a summary of facts we have to hand—facts that are freely available to you—it would be in your best interests to come and see us to discuss what you have in mind. Our information is being constantly added to and revised by recent developments and changes—and these we cannot always include in current editions.

TRANS - AFRICA ADVENTURE

An Encounter Group in January 1970 was one of the first in recent times to complete the trans-Africa journey from Algiers to the Cape. Now, with years of experience of long-range expeditions and the most up-to-date first-hand knowledge, young groups with first-class equipment are uniquely equipped for the 14 week E.O. expedition.

This could be the most exciting journey of your life.

Africa will show you all her splendour—from the Zambesi to the High Atlas, the Victoria Falls, Tanganika's palm-fringed shores of the Indian Ocean, the ancient slave-trading settlement of Bagamoyo, the great game reserves of East Africa, Seren-

geti, the Masai Mara and the animal wonderland inside the great crater of Ngorongoro, and a flaming dawn watched from the summit of Kilimanjaro.

From East Africa the rough route into the primaeval forests of Zaire is through beautiful Rwanda where the track labours over magnificent steep wooded mountains where friendly people are forever waving, past Lake Kivu then below Nyiragongo's smoking cone, stopping to climb for a hellish view into its cauldron of lava. Then down off the high ridge with the snowcapped horizon of the Ruwenzori in the east deep into the Ituri Forest—days with only glimpses of sunlight, Pygmies and a million insects—to the great Zaire

river and westward over bad tracks, half a dozen delapidated ferries and scores of rotting log bridges.

Into the Cameroons between the towering volcanic plugs of the Kapsikis and within a week the lush vegetation of central Africa has become the coarse savannah south of the Sahara.

After restocking in Kano, Nigeria, expeditions follow the old camel routes into the desert. The sand-storms and fierce heat of the Sahara are still a test to man and his machines and there are times when we shall depend entirely on the lowest gear of four-wheel drive, our sandmats and shovels to get freed from soft sand.

This wilderness is the most absolute desert on Earth, a huge expanse of rock and sand, of dry winds, of burning midday temperatures and cold nights

under a myriad stars, yet here are to be found some of the most haunting and beautiful sights of nature and antiquity—almost out of reach.

In the stark mountain beauty of the Hoggar Massif are the famous 'people of the veil' the 'Blue men of the Sahara', the proud warrior race of legendary Atlantis, here too are the prehistoric frescoes and petrified forests that speak of the abundance of life more than 6,000 years ago. Nestled in the great rolling dunes of the north are beautiful oases of date-palms, groves and wells, in the Atlas the road zigs and zags up through the great cleft gorges of Ziz and Todra and passes the tumbled down hillside homes of Berbers. The Sahara is ended and the influence is the refreshing zephyrs of the Mediterranean.



Oriental Encounter

To arrive in Khatmandu—whether to begin or to end the overland journey across Asia—is to be high in the sunny clear air of the Himalayan foothills. Here friends of many weeks part and new friends meet; to continue eastwards into South East Asia and Australasia, or to begin the journey together 12,000 miles across fabulous lands to London.

It is a journey that will show you a world of a more even tempo, of different philosophical origins. It is a journey through places rich in culture and antiquity, to the ruins of great empires and civilisations and among people of many different races.

We come to know the sights and sounds and perfumes of India, the temples and shrines of Muslims and Hindus and Buddhists, and we rest for a week on a houseboat on the lotus lakes of Kashmir. It is an expedition full of nature's wonders; from the Kyber Pass across the wild Hindu Kush of Afghanistan (over worse tracks than almost any in Africa) and across the uncharted Salt Desert of Iran. It is a journey into history from the summer palace of ancient Persia at Persepolis back down the invasion routes of Alexander to the glory that was Greek, glory which lies in splendid ruin, studding the magnificent seascapes of Asia Minor. It is a journey across the Bosphorus and the teeming bridges of The Golden Horn to the bazaars and labyrinth of cobbled alleys that is Istanbul, where East meets West.

The Encounter Overland journey across Asia has rightly been described as one of the richest and most rewarding experiences within the reach of the adventurous traveller.

An O.E. colour brochure illustrated with stills from our film 'To the Roof of the World' tells you all about it, and 'The Overlanders' Guide' deals with questions of connecting travel.



E.O. Through Latin America

The exciting paradox of Latin America is that, despite most of us knowing so little about it, Latin America has somehow become a living collage of fascinating images; of gouchos and condors and comic-opera dictators, conquistadors, emeralds and El Dorado, of cocaine-eaters and poison darts, of lost sun-kingdoms, open grasslands, soaring mountain chains and active volcanos, impenetrable jungles and a huge lazy river, of llamas and reed rafts, then gay rhythms and fiestas, of jet-set beaches, then rebellious or abject poverty.

These are the images and Encounter explores them all, the entire length of South and Central America from Buenos Aires to Los Angeles.

From the Argentine we go along the Uruguay coast and into Brazil, to Rio then westwards to the Iguassu Falls on the Parana River and to Ascuncion the capital of Paraguay, then southwards by way of the fine old Spanish colonial town of Cordoba, across the rolling pampas and the Rio Negro into Patagonia. Beyond are the high sierras and the climb into the lake district of the southern Andes through the Valle Encantado (Enchanted Valley)—spectacular mountains of vivid colours and rock formations, glaciers and volcanos, and forests of giant trees set with deep sapphire blue lakes abounding with wild fowl

Inside Chile the Andes give way to the flat coastal strip north towards Santiago and further across the Atacama Desert to Antofagasta, then inland over the huge Pacific Shelf among dead volcanos and livid lake beds up to 13,000 ft. and into the barren landscape of the Bolivian

Altiplano where La Paz, the world's highest capital, shelters in a narrow canyon.

From La Paz, that city built under the Conquistadors, we'll travel on to the ruins of the ancient Inca empire that Pizarro and his gold-hungry Spaniards destroyed, to Cusco the old capital and into the mountains to Macchu Pichu the fortress city on the saddle of a great mountain whose terraced slopes fall to the river rushing to join the Amazon in great hairpin bends below. A little later we shall leave the vehicles and board an ancient steamboat for a 600 mile journey down the Ucayali and Amazon to Iquitos stopping on the way at jungle villages and trading posts. On rejoining the trucks we'll cross the Anticona Pass, at 15,889 ft. one of the highest in the world, and descend to Lima.

North from Lima the route is among Ecuador's great snowcapped volcanos and then into Columbia and to Buenaventura where we shall take a ship to the Panama Canal. We will see five of the Central American countries—Panama, Costa Rica, Nicaragua, The Honduras, Guatemala—a journey through varied and beautiful scenery, fascinating people and the remains of the ancient Mayan civilisation, then to Mexico and the fabulous Aztecs. This is the newest of our travels and perhaps the most ambitious. As you read the full expedition details you will come to realise the scope and challenge of what is involved and come to understand this 'New World' to which E.O. groups and vehicles, indeed our whole way of life, is so ideally suited.

THE LATEST FROM LATIN AMERICA

A summary from London of a Press Release received from the first Latin America expedition that left on 19th December from Buenos Aires on its 17 week journey to Los Angeles. One expedition has a T.V. camera man aboard and is also reporting regularly to the World Service of the B.B.C.

"We've all been waiting anxiously for news of progress from our South American Reconnaissance Expedition and we now have our first extensive report from six weeks and six thousand miles 'out'.

The expedition itself is progressing in many ways better than we had anticipated, but obviously there is going to be some re-planning of the route before our next trip commences. Certain areas have proved to be hardly worth visiting, from an expedition point of view, yet other places need more time for proper exploration.

It has been confirmed that the girls in Rio are as beautiful as their reputation has them and that the men are as exciting!

The area we have covered in Brazil does not really have a tremendous amount to offer, as it is rather highly developed and therefore too 'civilized', yet Paraguay appears to be a country well worth spending more time in. Paraguay, being many years behind her neighbours, has a charm of her own with remote villages and the intrigue of the Missionaries jungle. They have discovered in northern Argentina a taste of the old 'wild west', where cowboys tie their horses to hitching rails outside cantinas in dusty, sleeping towns of clap-board houses. The need to keep off major highways and asphalt roads where these exist, has come over very strongly in recent letters. In Brazil, especially, the urge has been to get away from grid-planned cities and hair-raising driving!

Distances are truly immense and whereas the Sahara changes daily from sand to dirt to bush country, there has been a far more gradual development in people and terrain in

SEPARATE INFORMATION IS AVAILABLE ON EACH E.O. PROJECT,
AND EACH IS VERY DETAILED AND CONTAINS MAPS AND PICTURES.

these first few countries of the expedition. There has nevertheless, been the coastal jungle, the pampas, the semi-desert stretches further inland and now the Andes. Here suddenly, things have begun to move more quickly and the difference in culture, people and the general way of life is far more immediately apparant between Argentina and Chile.

Since Cordoba, the two vehicles have split up; one to head due south on the originally planned route to the Chilean Lakes, and one to cut across westward directly toward Santiago.... (we are expecting you to have a map handy!) The reasons for this diversion are not altogether for the purposes of covering more ground. The expedition has confirmed en route that the Chilean government are taking a harder line with visitors. The exact regulations are that visitors are required to change a minimum of \$10. a day for their estimated length of stay (\$5. for students). So the 'rich' truck has gone south through the Lake District in Chile and the 'poor' truck will enter Chile just north of Santiago via Mendoza.

We have come across this type of financial requirement in other countries, especially in Africa and we feel confident that we shall not be expecting everyone to have this sort of money available, as truck funds will be able to cover a large percentage of what is required to be changed. More exact details on this when we hear how the entry has gone.

Unlike Africa and Asia, where finding a camping place somewhere well off the road has never been much of a problem, they have encountered some difficulties even in remote areas because of fenced-off land. They have had to exercise some imagination and ingenuity to find themselves a 'good night's sleep'.

Officialdom, more out of curiosity than self-importance, has become a regular time-waster.

In one case an enterprising officer cycled off to town with a member of the group sitting on the back, in order to obtain a necessary stamp for him. They were cheered all the way there and back!!

As we have always stressed - you get out of an expedition whatever you have put into it - and this really applies to our Latin American group. Everyone is making the effort to ensure that their journey will be one to remember. Barbecues and birthday parties have enlivened the evenings and this is not to say that the days have been dull!

Again, unlike Africa and Asia, we have found living costs to be relatively high (as much as three times that of India for example). This makes for very careful shopping!

Our vehicles are weathering the storm of a new continent and are giving us the performance that one needs in rugged areas of the countries of South America, despite the obvious minor breakdowns to be expected of any long overland journey.

The general summary of reports to date is very encouraging and we have finalized a date for the next expedition which will leave on July 28th, 1973 from Los Angeles.

Latest information for the expedition is 'La Paz 21/2/73 and all's well'. "The area south of here is Sahara and Congo all in one! 6 days to do 500 miles, and every inch a struggle, local guides to navigate and locals saying route impassable. Trucks bogging down and human markers to indicate firmer ground, then the truck at full throttle in 4-wheel drive. Then a salt lake a foot deep and 50 miles across. You must see Peter's film to believe it. Then the rivers; we extended exhausts upwards by 3 ft. plus breathers, etc. for 4 ft. of water and swift currents, a day to cross one river, a few anxious moments, thoroughly enjoyed by all and a terrific effort, the trucks behaving superbly, those Perkins engines are magnificent."

ENCOUNTER OVERLAND EXPEDITIONS
1973 / 1974

LEAVE	ARRIVE	PRICE
<u>TRANS-AFRICA</u>		
Northbound, Jo'burg-London		R781
21st July, 1973	27th Oct. 1973	
15th Sept, 1973	22nd Dec., 1973	
26th Jan., 1974	2nd May, 1974	
23rd March 1974	24th June, 1974	
Southbound, London-Jo'burg		R781
6th Oct., 1973	12th Jan., 1974	
24th Nov. 1973	2nd March, 1974	
9th Feb., 1974	17th May, 1974	
23rd March, 1974	28th June, 1974	
<u>INDIA & NEPAL:</u>		
Westbound, Khatmandu-London		R546
9th June, 1973	21st Aug., 1973	
4th Aug., 1973	17th Oct., 1973	
8th Sept., 1973	20th Nov., 1973	
Eastbound, London-Khatmandu		R546
8th May, 1973	20th July, 1973	
12th June, 1973	25th Aug., 1973	
7th Aug., 1973	19th Oct., 1973	
4th Sept., 1973	17th Nov., 1973	
25th Sept., 1973	7th Dec., 1973	
<u>LATIN AMERICA : (South African Passports Welcome)</u>		
Southbound, Los Angeles-Buenos Aires		R1 085
28th July, 1973	23rd Nov., 1973	
Northbound, Buenos Aires-Los Angeles		R1 085
23rd Feb., 1974	21st June, 1974	

IMITATION IS THE SINCEREST FORM OF FLATTERY !!

There was a time when you could'nt reckon you were off on a self-respecting safari, let alone on a major overland expedition unless under you you had a Land Rover. The Rover Car Company have done much to help develop the type of rugged, versatile four-wheel-drive vehicle that is needed for hard going and, with a now sadly dying British ability to create a myth, Land Rover became a byeword for such travel.

It is no longer the case, though many overlanders have a lasting affection for Land Rover, especially the old Series 2. There are several other small and fairly robust and versatile cross-country vehicles manufactured in different parts of the world but for more than six years now Encounter has put its confidence in the bigger, far stronger, more powerful breed of cross-country machine that has its origins in the need to shift loads across all kinds of wilderness.

For some time the only trucks we could get hold of were U.K. government surplus and we became accustomed to the leg-pulling about old army lorries and the like. These vehicles were excellent and were the predecessors of our present expedition trucks, trucks that are built to our own exacting standards and fitted for our particular expedition needs.

Now we're not surprised to see that others are at last following suit !

There was a time, before discount airfares and charters, when travelling overland was considered valid as a means of travel simply because it need be no more expensive than by air - so long as one travelled overland as quickly and as directly as possible - in other words so long as one ignored the most valid reasons for overland travel. And you might be amazed to know how many organisations applied this penny-pinching term of reference! Now, (we're not surprised!) these organisations copy E.O. itineraries and imitate expedition details.

The years have proved that the E.O. way works best and that when care is being taken to choose a group and a route to take, experience and reliability as well as overall cost are of equal paramount importance.

EASTER 10 DAYS - R96

BOTSWANA:

THE OKAVANGO SWAMPS

AND

KALAHARI

STOP
PRESS !!!

We think it's about time a gang of us got together to explore some of the more exciting lesser known parts of Southern Africa.

From time to time there is one of our expedition trucks available in Jo'burg, fully refitted but not yet required for the trans-Africa trip to London.

Similarly un-employed is its trans-Africa hardened driver, in fact it's just such a one who has put us up to this.

The trip will include Makgadikgadi Pans, the Moremi Wildlife Reserve, the Okavango Swamps and the Chobe National Park. We also want to see the bushman and the prehistoric sites of the Tsodilo Hills in the far North West. We'll be passing through Ghanzi near the border of S.W.A. and then will return across the Central Kalahari (four-wheel-drive high clearance vehicles only) probably detouring to Khutswe Game Reserve before reaching Gaberone.

A group will be leaving early on Friday 20th April (Good Friday) and returning in the evening of Sunday 29th April. This is a full ten days but requires only four days leave from your job.

Though the expedition will have the usual backing and preparation of a major E.O. trip, this, an exploratory Botswana project, is being mounted at a "break-even" cost to participants.

The inclusive cost - R96.
Full details available.

MORE THAN JUST A VEHICLE,
MORE A WAY OF LIFE.

E.O. expeditions use a specially designed Bedford truck that we build to our exclusive specification for work with cross-country trailers. They are now being used by us all over the world. They are powered through eight forward gears by five litre diesel engines, and the unit is enormously rugged, powerful and dependable with giant fuel tanks giving an average range of 1,200 miles. They carry sand-mats, and other sophisticated equipment including shovels!

They are designed for a group of 18 that includes drivers, with belongings and equipment, food etc. stowed on the vehicle and on the trailer. The trucks have specially convertible tops that give complete protection when required but which are usually rolled open. There is uninterrupted vision and plenty of air and sunshine, but dust is kept to a minimum. The roof can either be rolled right back or kept as a sun-canopy when really hot. They have luxury high-back coach seats and are very comfortable indeed. There is more leg and head room in E.O.'s vehicles and far more space per person and room to move around than in any other expedition vehicle used. They have been referred to in "The Geographical Magazine" (August '70) as the best possible vehicle for groups. They are a unique mobile vantage point from which to view game, the only completely open vehicles allowed in the reserves.

Expeditions are equipped with specially made tents each with two comfortable camp beds and room for luggage. Quite often especially in the deserts and tropics people will probably prefer to sleep out under the stars. The mosquito nets that will sometimes be needed are tailored to fit the camp beds.

Sometimes along the way organised camp sites are used and whenever there is wood enough, (and wine) camp fires crackle.

Meals are easily arranged inside the vehicle - there is room to stand up and prepare food on the four-ringed gas stoves and for all of us to sit down to breakfast and supper around the long tables which are also used outside the vehicles at lunch time. Plenty of water for all group needs is carried in special tanks and its thrifty use for washing and washing-up need only apply in deep desert. There is never any need to conserve drinking water. In the evening there is good lighting.

Good food is an essential part of our expeditions, the preserved supplies carried on the vehicle gives a good variety of diet and menu, however these need supplementing whenever possible with fresh provisions, such as fruit, vegetables, eggs and bread that we buy from the villages. Thus usually we cook our own meals, eating well and alleviating the risk of dysentery, but sometimes we find an interesting restaurant with some night life and enjoy some of the best local dishes.





NOMAD LIFE

**THE NEWS LETTER OF
ENCOUNTER OVERLAND**

Jim Richardson



MID-DAY
MID-SAHARA