

SPACE AGE SPECIAL

ENFLASH

FEB

1976

EXTRA

EXTRA



JONES SOLVES
SOUTH AMERICAN
VEHICLE PROBLEMS

PERTINENT STOP PRESS 1.3.76

1. Bruce Davidson arrived in London this morning from Paris by train. He appears to be well and is returning to Vancouver at the end of this week. He said Liz Wilt (also injured in the Bangui accident) has returned home to the States with her parents. Her jaws are now unwired and she is walking. We are very sorry to lose Bruce and wish him well for the future.
2. Exodus and Trans Africa have both cancelled the March Africa southbounds and we are expecting to get some of their pax for our March and April southbounds.

A SKETCH OF EO FUTURE : VEHICLE IN SOUTH AMERICA

By Tony Jones.

When Encounter first came to South America at the end of '72, with no previous experience of any kind on this continent, we brought with us the almost un-tampered-with hardware pretty successful in Africa, adding only a more powerful engine (we already recognised the need) and a rather modest attempt at heating (ditto).

The introduction of the present GMC ex San Francisco on which I'm travelling - holidaying ... we won't go into that ! ... is the first attempt to improve on the original vehicles and all the connotations that the type of vehicle implies.

I think it is time to say that far and away the most conspicuous short-fall that was recognised in the Bedfords here was the gutless performance resulting in otherwise unnecessarily long hours travelling, a situation aggravated both by the local buses passing us at twice the speed and our equally slow pace down-hill in appreciation of the Bedford's braking system (or whatever you'd like to call it !)

The speed of both going and stopping is much improved with this (petrol) GMC and given that the correction of these previous weaknesses were the main terms of reference, the GMC is proving pretty successful; being far more slowed by the limitations of the roads than by its own. (And I'm pretty sure the (diesel) Dodge will prove even more successful).

Before coming onto major changes requiring major reforms, one distinct relapse with the 2 x 4 GMC has been its lack of traction compared with the 4 x 4 Bedford. 4 x 4 is definitely a border-line, debateable and contraversial subject for South America. But certainly we should not have weakened further an already weak point by fitting the sort of highspeed, almost grippless road tyres that we have.

In passing it is also with mentioning that the aerodynamics of this (twin-rear-wheeled) GMC result in worse dust in the back than the M or R type Bedford. In passing too it is also worth pointing out that on the route we have taken to date (La Paz after 12 of 16 week trip) at least half of the time (as opposed to half of the distance) has been on dirt roads and these roads have always been either dramatically muddy or dramatically dusty.

Living for the most part as a somewhat more than usually awkward EM (Bryan will agree with that bit at least!) and with knowledge of other continents, the trips, other vehicles and other companies (sometimes here running alongside us), I now feel pretty convinced that if we are to be at least as well-suited to South America as we are elsewhere (yes, OK, particularly Africa), we are going to have to make some big changes.

The basic "truck concept" depends for its success on, among other things, rugged terrain and plenty of "soft-top" weather. Thus our vehicles suit Africa splendidly and Asia reasonably. But both the above commodities are in short supply here.

One of our EMs might easily and fairly be writing home a letter which, although it would contain some pluses for EO and EO trucks, might also describe eating plenty of dust for much of the time, sitting in a damp, cold, almost viewless back-of-a-truck for most of the rest ... but not uncommonly having to put up with both simultaneously !

The following I consider to be weaknesses to be solved and attributes to be preserved before we have a suitable vehicle for South America.:

- 1) The openness that comes with "soft-top".
- 2) Much better viewing in inclement weather. This to include forward viewing and to totally eliminate dust.
- 3) Direct visual and vocal contact with driver.
- 4) Much improved security amounting to the complete locking-up of everything. (On a trip in which at least 40 days include stops in towns and maybe 25 nights in hotels it is totally impractical to have 24 hour guards - though with our present arrangement it's a proven necessity.)
- 5) Preservation, if not improvement of all domestic arrangements and systems.
- 6) A group of no more than 23 total maximum, or less perhaps. (Wearing another hat I've been heard to argue differently.)

Some of these inclusions may appear to be diametrically opposed. I don't believe they are. Now is not the time to develop this further but allow me to say that I believe an exciting future may lie with using a truck - no not a bus - something of the size of the KM, with bags of power, doing away with the inefficiencies and security risks of a trailer and incorporating at least the six points above.

I look forward to examining this more closely with colleagues on my return to London and would be keen to have ideas from anyone else as to how this, any of this, might be done.

It needs to be recognised that I am referring to quite far-reaching changes, a slightly different image and possibly something that may effect Asia in time too.

Finally, I might just say that half a decade before anybody else dared use trucks at all, Rob Rumball and I believed in them and made them work. Don't think me a turn-coat when it comes to trucks, you'll be way off beam. But the time has come to go back to the drawing board. Also bear in mind that with two vehicles now operative in the Americas, the transition would anyway be quite slow.

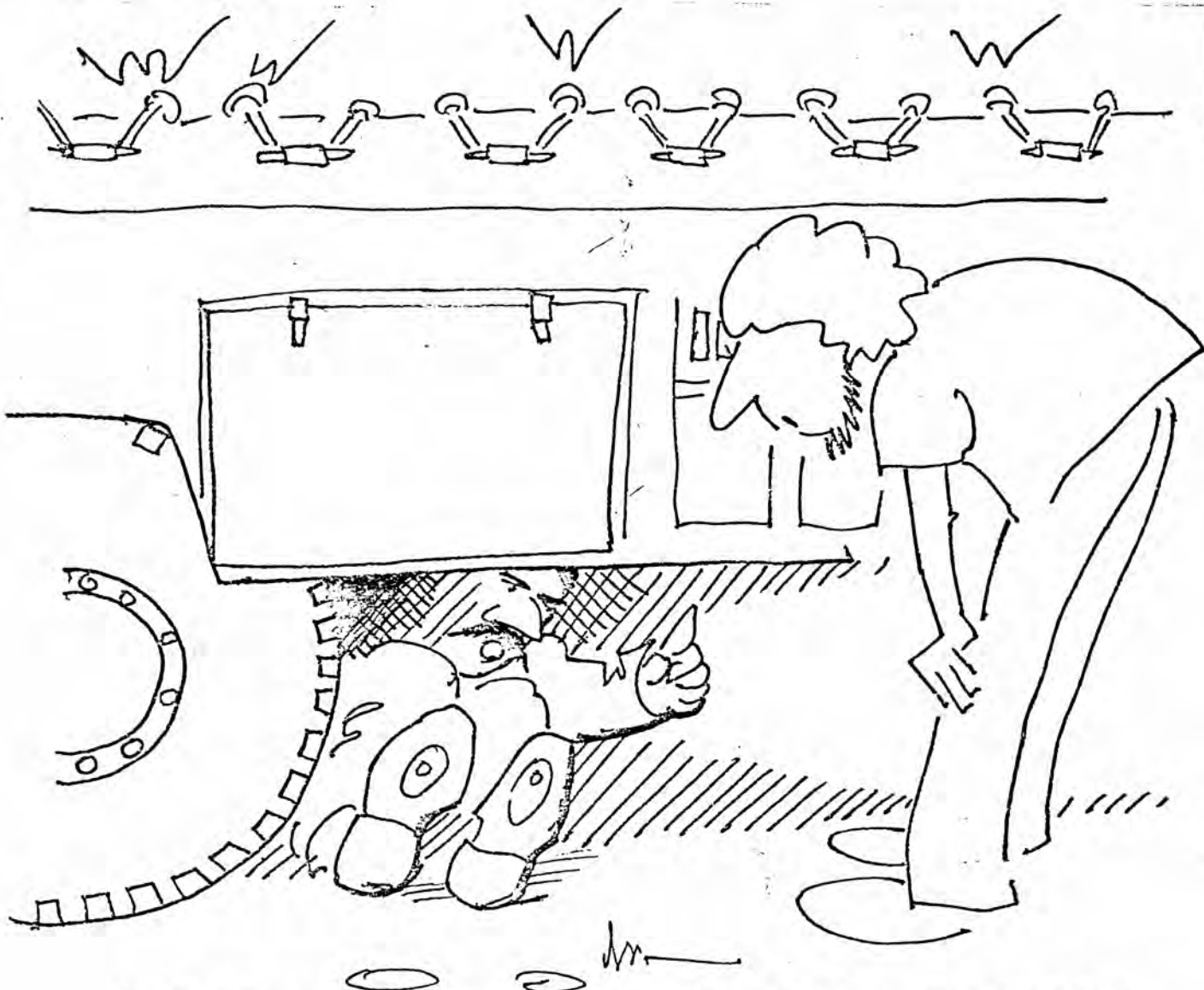
Parallel to such changes would be some changes in operation, rethinking both route and termini (present ones make for about the most expensive accompanying air-fares etc), and also the eating-out and hotelling which are of far more consequence in South America than elsewhere.

P.S. An Anecdote that Sums up Thievery Here

Medellin, Colombia, parked in the station square while shopping, tilt buttoned down, guards in truck, EMs standing round. Bob (an EM who has learned his way around the workings of the truck) returns to see two badly shod feet on the end of greasy overalls vertically from under the truck. "I wonder what Bryan has got that bloke to do under there?" Crawls under to find out. "Feet" is busy removing the 2-speed shift unit on the rear diff. He looks at Bob, collects his spanners, crawls out and disappears. Bob's not sure till he asks Bryan whether the greasy man was friend or foe.

Something almost identical has just (almost) happened in La Paz. 2-speed units are obviously the fair game of a popular sport in South America, and with the every-growing number of "Gringos" tourists and the native love of the sport we need far greater all-round "built-in" security. (Although mounting guards under the truck has been ruled out!)

ALJ. La Paz. 24.1.76



AND IT'S NO GOOD SAYING YOU'RE GOING TO CALL THE POLICE - I AM THE POLICE.

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

Caracas - Buenos Aires, 1 November 75

Leader : Bryan Wallace

Arrived Buenos Aires 23 February 76

Vehicle: Y39834

This trip has been successfully completed and Bryan is now working on the turnaround of this vehicle for the March northbound.

In his letter from Asuncion he says :

In ENFLASH you say this trip has been very slack with communication, you should have received a report from each mail stop plus one letter from Mendoza, Argentina. The long silence between Lima and La Paz or rather Cuzco was expected and you were advised of this likelihood.BW

San Francisco - Panama, 14 February

Leader : Johnno Wells
Ken Roulston

EDA Panama City, 13 March

Vehicle: RHS 301 M

Telex received from JJ : Arrived Mexico City AOK. Received your telex Guatemala Embassy. It's only 24 hour transit pass to enter after end of Feb only via Pan American Highway. Leaving tomorrow for Yucatan. Camped tonight at KOA campsite Tepotzotland, if urgent contact required, otherwise will check British Embassy in San Salvador. No chance of Ken or myself getting fat or going blind with this group ! Regards to all, Johnno.

We are waiting to hear from Johnno from San Salvador how he handled getting through the earthquake zone. Guatemala's earthquake of early February measured 7.5 on the Richter scale and officials were expecting the death toll may go as high as 15,000.



AFRICA

Northbound, 27 January

Leaders : Malcolm Gascoigne
Richard Sasse
Tony Barnes

EDA Bangui, 24 March

Vehicles: DHV 541H, NAH 814F

Malcolm seems to have well recovered from his bout of Malaria and joined his trip in Vic Falls. Notes from Tony's report :

First day from Joburg to Petersburg to camp in municipal site - Steve(Nicholls led the trip till Malcolm caught up), gave chat. Next day on to SA/Rhodesian border - a bit slow but no real hassles. Rhodesian side wanted to see money otherwise OK. Took road to Zimbabwe ruins and camped by Rino Hotel.

Arrived early afternoon in Vic Falls to spend 3 days 'doing' the area and Steve flew out and Malcolm in. Exit Rhodesia no problems, entry/exit Botswana no problems, ferry to Zambia - fortunately little problems there, no refusals but a bit of chatting needed over SA stamps in passports. 3 nights in Lusaka before permits issued, 4 days drive to Dar with alot of rain. Rained most of the time from Joburg to Dar. AB

Northbound, 24 February

Leader : John Scully

EDA Nairobi, 14 March

Vehicle : GLP 203J

Telex from JB office says trip left OK with 18 EMs - 2 light because two who paid their deposits never turned up and left their flat with no forwarding address. Perhaps these two seats can be filled from Nairobi.

Southbound, 15 November

Leaders : Piero Terranera
Tony Meynell

EDA Joburg, 7 March

Vehicles: GLP 200J, AOR 621J

This trip has had more than its share of bad luck, first with Bruce Davidson and pax Liz being involved in a non-EO accident in Bangui and in Tanzania Tony has had an accident on a very dangerous stretch of road, just north of Iringa. Piero's report (in part) :

14.2.76 (Saturday late afternoon). Tony skidded his truck on the badly oil-soaked road and tipping it on its side, before halting the right way up. A few people were projected from the back of the vehicle, one died (Robert Jabaay), probably straight away, one sustained a dislocated femur and the others of bruising and cuts, and shock. I arrived on the scene of the accident at 1850 some 20 minutes later (it got dark around 1915), and proceeded to transport the injured to the hospital in Iringa some 26 km south of where the accident had occurred. The dead person had already been rushed to town by a passing landrover. Iringa hospital proved to be adequate, so after leaving the injured there, the following morning I took the group to the town's tourist lodge where we found cheap accommodation in an unused disco and proceeded to recover the damaged vehicle and take it to town.

AFRICA (cont'd)

November southbound (cont'd)

Care was taken of the dead and injured, helped by Chris More and Dave Pinkerton who got the damaged truck in good enough shape to proceed.

Crossed Zam/Tan border Monday morning and an uneventful ride to Lusaka, only hampered by police checks - suspicious of our being mercenaries, Angola bound. PT

Note from Angela : Mr Kenny (with the dislocated femur) and his wife (uninjured) along with two other EMs (slightly injured) are arriving in London on Monday 1 March. Ray will be meeting them at the airport and we have arranged medical treatment necessary.

Southbound, 21 February

Leader : Allan Townsing

EDA Tamanrasset, 16 March

Vehicle : NMJ 259M

This trip was delayed one week because of the Morocco/Algeria border closure and we have to coincide with the ferries which run infrequently from Spain to Algeria. The group Allan has are very good and got themselves together nicely while they had the extra week in London, so it promises to be a good trip.

On a not so nice note : the truck preparation was sloppy and Allan did not arrive at departure point with the truck until 20 minutes after the set arrival time i.e. 7.30 a.m. You can be sure Ray will not see another departure like that one. aoh

Suggestion from Tony Meynell

perhaps the very dangerous state of the Dar-Lusaka road when wet could be mentioned in the Africa handbook; this was evidenced by the enormous number of recent accidents along the road. AM

Steve Nicholls

Steve has resigned and we are still waiting for a full explanation of why he has done so from Johannesburg.

AFRICA (cont'd)

Letter from Malcolm Gascoigne, Dar es Salaam. 12.2.76

Dear Desk,

Well here we are again, jogging along listening to a load of truckwits moaning about all and sundry - not a bad lot really - so far !

We cleared Kazungula with no problems (the Customs guy is called A. Hassuma and likes milk!) and motored to Lusaka. Tanzania High Commission started to bleat a bit and kept us 2 days over a national holiday which they "forgot" to mention to me ! - but a few growls and they backed down. Guy who does the actual visas and passes is called Patrick and can be found on extension 81.

British High Commission got me a new passport for one of my dirty ones in 2 hours. Abbott and McDermott both left, amend handbook to Mr Goodwin, who is very helpful. MG



This is a good opportunity to say a big THANK YOU to our cartoonist Mark Ram who has regularly been supplying ENFLASH with very punchy little bits of artwork. Mark did one of Tony Jones' early Asia trips. Angela.

A S I A

Kathmandu-London, 17 February

Leaders : Derek Biddle

John Bowen

EDA Kabul, 9 March

Vehicle : SVC 339H

No En Route news as yet, but we did receive their pre-trip report and letter from Derek, in which he starts :

"I have let Intertrek have a front main leaf from the Fire Engine (RXP 597) as they are stuck this side of Pokhara having badly broken one of theirs. They are already a day late leaving - so a not too impressive start eh ? (We really make the other companies here look like amateurs!) "

Note : Intertrek had a truck leaving for Kathmandu on 10 February so we sent a couple of leaves sent out with them to Keith.aoh

Keith Miller is preparing 224 BGF for Kathmandu-London March departure and urgently required two exhaust valve guides and valve, so Exodus agreed to taking these out along we trip paperwork with their driver, who is flying to Kathmandu 28.2.76. aoh

Keith on Indian Visas

People are arriving here a few days before departure without Indian visas (American, Dutch, etc). It's going to be touch and go on some of them as the Indian Embassy is having moods.

Please tell the agents that anybody arriving in Kathmandu less than 10 days before departure must have Indian visas in advance if they need them. Please also ask them to contact me as soon as they arrive in Kathmandu. KM

Tony Alston flew into London 24.2.76 from Kathmandu. He is taking a couple of weeks off before returning back to work at Wren Park.

Mike Webb, who was employed last October and has been at Wren Park since, has been asked to leave as he is not suitable for the job.

ASIA (cont'd)

Royal Story from Kathmandu. 21.2.76

224 BGF. Miller : We were driving down the main drag past the Annapurna Hotel and she just cut out and would not restart. Plenty of diesel, good batteries, no air in the system. Diesel at the injectors while smoke when turning the engine over. This was all about 20 minutes before the King's procession was due to pass as it was coronation day. The street was cleared, the police became agitated, still 224 refused to start. Another truck was obviously required to tow away the offending 224.

One Intertrek driver went off and returned with a whole fire engine - no hawser - an Exodus driver went off in a taxi and reappeared with a hawser. Thus two trucks, four scruffy drivers, one hawser, 2 D rings and a pool of diesel were present when the entire Nepalese army on horseback and many black Mercedes limousines appeared with the King in the middle.

We stood and watched, the police and army were thunderstruck and "his nibs" had a good look at me trying to stand in front of the Encounter Overland sign, the other drivers trying to do the same with their trucks.

After checking valve timing and pump timing in the timing case, I eventually found that the pump timing had lipped to about 20° to advanced at the coupling between compressor and injector pump. I can only assume that she's been running too advanced for a while and this has bent the valve (No.2 exhaust) and caused the damage to the valve guide. We eventually managed to get a guide machined up here and the motor should be running by about lunch time tomorrow. Keith.

I received a birthday card from Merle in San Francisco and the wording goes as follows :

QUESTION : Why is a woman like a map of the world ?

BECAUSE : Between the ages of 16 to 25 - she's like ASIA - half virgin and half explored !

Between 25 and 35 - she's like AFRICA - hot and mysterious !

Between 35 and 45 - she's like AMERICA - cool, calculating and commercial !

Between 46 and 60 - she's like EUROPE - devastated, but still some interesting spots !

After 60 - she's like AUSTRALIA - everyone knows where it is, but who the heck wants to go there

Thanks so much Merle, it's caused lots of laughs round the office and I'm letting people guess at what category I fall into ! Angela

The following story is being used by Vauxhall and being published in their BEDFORD TRANSPORT MAGAZINE, written by John Taylor, after interviewing Ray Wolfe.

OVERLAND ADVENTURE

To really see remote Africa, Asia and South America,
go in a 4-wheel-drive 20-seater.

"YOU CAN'T RING UP THE AA on our job - you've got to make it, so we carry everything with us." Not many tour operators have cause to make such a remark, but then not many tour operators go cross-country to Africa, Asia and South America in 4-wheel drive trucks.

There have been several companies in recent years who have offered adventure holidays to Africa and India, but these are usually in specially-built or adapted motor coaches, running on whatever roads there are. One London-based company has built a thriving business on going the hard way and using specially adapted off-the-road commercials to ensure that their passengers really see the country as few tourists are able to see it.

ENCOUNTER OVERLAND LTD, operates from the Old Brompton Road, just round the corner from Earls Court, and it has now had 13 years' solid experience in meeting the understandable desire for adventure that many younger people feel in these all-too-safe days of welfare states and the like.

It all started when Tony Lindsay Jones, an ex-army captain, began running parties to South East Asia. The first journeys were made with Land Rovers but, suitable though they were in many ways, there was an obvious need for a bigger vehicle able to take more passengers and equipment to make the proposition viable. Progressing through ex-WD Austins, Encounter Overland eventually hit on what has proved to be the nearest vehicle to meet their ideals that is available - the Bedford 4x4.

Since those early days they have had many RLs and, more recently, the M-type and now the fleet of 20 vehicles consists of seven M-types, 11 R-types and a couple of American-built vehicles based in South America.

The world may have become more civilised with the onward rush of the 20th century; but the Third World where Encounter Overland goes is still often very primitive. Take the 14,000-mile run to Johannesburg for example. This still includes some 6,000 miles of dirt and mud tracks or no road at all across the Sahara. Asia, too, has its share of such conditions while South America abounds in them.

This makes enormous demands on the vehicle, its crew and the passengers.

Vehicles are the life-blood of the business and so they receive vigorous preparation for their tough duties. The company has its own fully-equipped workshops at Shefford in Bedfordshire, only a few miles from Bedford's Luton factory. The 4x4 trucks are bought new, or from oil companies or the army through Vass, the well-known military vehicle specialist dealer at nearby Ampthill. The company has found by first-hand experience what is needed to adapt and prepare the chassis-cabs for the new role.

Axles, springs and cabs are reinforced, transfer boxes remounted and other details attended to on the mechanical side.

The open steel bodies are fitted with canvas tilts and split tailgate and the interior equipped with coach-type perimeter seating and stowable tables. The absence of regular fuelling points en route dictates the addition of one 100 and one 60 gallon diesel fuel tanks, plus a 50 gallon fresh water tank. Special racks take jerricans for oil - the average trip includes five oil changes - and stowage for a goodly quantity of spares including replacement springs. The conversion is completed by the addition of a 2-wheel trailer to take tents and baggage. The whole vehicle is smartly finished in orange and blue and is ready for the road - or track.

Such attention should, you might think, take care of everything. Yet, as Ray Wolfe, Director of Encounter Overland (John Wells is the third Director), says :

"However many precautions you take, you still get it all". A look through the very detailed and itemised report sheets completed by the drivers at various stages of the journey bear this out. Such comments as : "Nairobi - broke trailer axle, welded cab arch and driver's door, replaced fan belt and track rod ends, fitted new differential cover, rewired indicators", make typical reading.

Yet, despite such routing problems, Mr Wolfe points out that the Bedford is an ideal truck for length and width and is still the nearest to their demands for perfection. Both the R and the M have their relative pros and cons for this sort of work- the M has a much better cab and can take 3 occupants, while the R suffers less from overheating due to having a front mounted radiator- not the sort of trouble normally encountered, but across the Sahara where the ambient temperature can reach 135°F. it is a different matter.

The expertise with vehicle reconstruction has led to two unusual 6-wheel Bedfords being built for the Asian run. One was a 6x2 KM converted at Shefford to 4-wheel-drive by adding an Albion Reiver axle which worked very well. The other was a TK which they fitted with a Boughton axle and transfer box. Vauxhall's Millbrook test track is used extensively and a good liaison is maintained between maker and user. Shaw and Kilburn, at Luton, also come in for praise for their efficient spares department and general technical assistance.

Even robust vehicles have a comparatively limited life on this work by conventional standards. Taking an RL as an example, it will do six round trips to Africa and two to Asia by which time it is a write-off and is usually stripped for any serviceable components before scrapping. As might be expected, tyres make a terrific pasting. After a great deal of experiment, Encounter Overland found the best cover for their work in the Kelly Springfield 11.00x20. These are bought in Johannesburg and will do two African return journeys - say 40,000 miles.

It takes a special sort of person to want to travel as one of 20 in a party for thousands of miles across the equator. The average party is made up of equal numbers of men and women aged between 18 and 35 (the eldest so far is a 49-year-old New Zealander) and drawn from between eight and twelve nationalities. Often they are making the journey home from one hemisphere to the other, or simply taking the adventure trip of a lifetime.

Health and hygiene are vitally important, and while full first aid equipment is carried - "everything from aspirin to snake bite serum" - and the driver is experienced in its use, the company usually manages to include a doctor or nurse in the passenger complement. "They seem to like this sort of travel", said Mr Wolfe. "They are often very useful, though once we had seven together and that was confusing!" A touch of malaria is nothing untoward and usually lasts for three days despite the usual inoculations and precautions. Party drivers - or leaders, as they are known - continually stress the importance of hygiene - personal, on the vehicle and for all utensils.

These leaders are an interesting collection of characters. Invariably single - they are married to the job, for no-one else would want a man who is away for months on end - they are also of varied nationality. The company trains them up so that they are qualified mechanics, have HGV licences and often PSV as well, and speak French and Spanish.

If there is any trend in origin, it is that they are often drawn from social or teaching backgrounds and this makes them adept at understanding and handling people.

This year Encounter Overland is running 16 vehicle journeys through Asia, 18 in Africa and five in South America. The African and Asian journeys originate out there, the travellers generally flying in to Barranquilla for the 15-week tour to Buenos Aires. London to Johannesburg takes 51 to 16 weeks, major mishaps excepted. On arrival, the crew rest for three or four weeks and service the vehicle before returning with another party. On return to England, the vehicle has a complete refit at Shefford. Such a one-way journey will cost £725 to £775 according to season, which works out to approximately £52 a week including travel, food and stops en route to see the sights and rest awhile.

You can see it all on these trips and there are certainly unexpected adventures ranging from marauding lions and other wild animals to diversions due to washed out river crossings or political troubles. "A leader never says 'I can't' ", said Ray Wolfe and gives an example of how one group had to make a 115km detour lasting three days to by-pass a collapsed bridge. "In that time", says the report, "we built four causeways over swamps".

Encounter Overland is proud of the fact that it is the only overland company in ACTO (the Association of Camping Tour Operators) - the business's equivalent of ABTA - and fully guarantees its operations. It has offices in San Francisco and Johannesburg as well as overseas agents and usually two of the three directors are abroad at one of these, a trade fair, or actually leading a trip - "it's the only way we can understand drivers' problems". The company was at this year's Holiday Exhibition at Olympia and went on to a similar show in Utrecht directly afterwards.

Much of their custom comes by word-of-mouth recommendation though they do some advertising. A popular attraction is the weekly film show at the London office on Tuesday evenings, which does a great deal to sell the trips. After booking, the formative party meets at the office to check documents and vaccinations and generally get to know each other, while the company gets visas, deals with all administration and answers questions.

Encounter Overland journeys can be anything but dull. The journey changes people and makes them more understanding and self-sufficient. Some go two or three times. As Ray Wolfe said : "We do have a good time - if we didn't, the drivers wouldn't do it! " John Taylor. Bedford Reporter.



WELL I COULDN'T TELL HIM WE REALLY RUN DAY TRIPS TO RAMSGATE, COULD I ?

I was intending to give the esteemed Mr Wolfe a break this month as he's appeared rather regularly (last month recruiting for the FNLA) but artist Mark showed up with this delightful sketch which I could not refuse. Angela 14.

Addressed to EO. Enquiry Department, Joburg

Dear Sirs

Please send me more information on your overland trips to Asia, South America, etc. What visas, inoculations and finance does one need, and how do you ensure against revolutions, coups and disease ? Most interested to find out. Please reply soonest.

Yours faithfull, Miss Cox, Salisbury, Rhodesia.

Promotion trip to Switzerland, 1st week in February - Ray and Celia

Ray and I set off from London at 5a.m. in pouring rain and a gale, looking forward to Switzerland but really dreading the cold weather we were sure to find there.

~~We went first to Paris to visit Bruce Davidson and Liz Wilt's parents. Had a very pleasant evening with them, helped along by Sylvie, a pretty Parisienne who's a friend of Ray's.~~

Got up early the next morning as we had to drive the whole way to Zurich. We were cruising along nicely - well, Ray was cruising, I was sleeping. Our quiet ride was soon over when a rock bounced up and - CRAAAACK - the windscreen was completely shattered. Ray could see through two little holes so we drove this way for about four hours, wincing at every bump we drove over. Finally it happened, and a big chunk fell into the car. So we had to stop and knock it all out. I was sort of hoping we would find a garage that would have a plastic screen, but no luck. So we drove for about four hours more with NO windscreen at all. I mean, it might have been pleasant if it was springtime - but it definitely was not that ! I stayed completely under a sleeping bag and was still freezing so I don't know how Ray could actually drive in that cold. At one point, his leather gloves froze to his hands ! About an hour outside of Zurich we did find a garage that had a plastic windscreen - what a relief !

Our next trip Switzerland (in conjunction with our agents SSR) will be in the beginning of June, where we'll be branching into French-speaking cities (even into France). On that trip we'll be visiting Zurich, Bern, Lausanne, Geneva and Lyon.

Sylvie, Ray's friend whom we saw in Paris, has been over here for about a week now translating our tapes and then recording them into French, while Ray matches the slides to the text. It's been a tough job that really requires alot of concentration, and poor Sylvie has sort of been staggering out of the office every evening ! But we're all set now to tackle some French-speaking pax - just think how that will help some of those border crossings in Africa !!!

That's about it - just to say that Ann and I have switched jobs now. She's working on pre-trip admin while I do enquiries, etc. Slowly but surely we're learning !

Lots of love to you all, Celia.

ENCOUNTER OVERLAND Ltd

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cables Encoland London
telex 919670



BAD EXAMPLE

SAFETY AWARD SCHEME

JOHANNESBURG - LONDON, SEPTEMBER 1975

BOB SHELDON, ALLEN TOWNSING, JOHN SCULLY.

Total Payment Possible :

£1 per 100 miles, 1400 miles x 2 trucks (i.e. £140 per truck)	£280. 00
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Penalties :

(i) Members of group sitting on bars other than in game parks. £40 x 2	£ 80. 00
(ii) Driving after dark on at least five occasions. TOTAL LOSS OF AWARD. £140 x 2	£280. 00
(iii) Loss of 2 carnets. £30 x 2	£ 60. 00
(iv) Theft of money from Dar es Salaam \$300 ($\frac{1}{2}$)	£ 74. 00
(v) Delays and extra flight caused by not following EO UK instructions	£ 50. 00
TOTAL PENALTIES	£544. 00
TOTAL PAYMENT DUE	<u>NIL</u>

A L JONES
Director

A R WOLFE
Director
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GOOD
EXAMPLE

SAFETY AWARD SCHEME

Kathmandu-London March 1975

Tony Barnes & Bryan Wallace

Agreed Kathmandu-Kabul 50% each
Bryan Wallace Kabul-London 100%

Total Payment Possible :

11,000 miles @ £1 per 100 miles £110.00

Penalties :

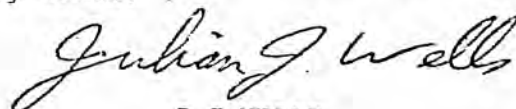
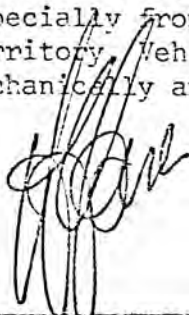
(i) Slight argument with Taxi	£ 5.00	
TOTAL PENALTIES	£ 5.00	
TOTAL PAYMENT DUE	£105.00	
	£110.00	£110.00

£105 ÷ 11,000 miles = 0.95454 per 100 miles
Kathmandu-Kabul = 4,000 miles @ 0.95454 = 38.18 @ 50% each
Kabul-London = 7,000 miles @ 0.95454 = 66.81 @ 100% to BW

Tony Barnes	=	£19.09 $\frac{1}{2}$	£19.09 $\frac{1}{2}$	← Paid 15/4/75
Bryan Wallace	=	£19.09 $\frac{1}{2}$ + £66.81	£85.90 $\frac{1}{2}$	← Paid 4/8/75
TOTAL			£105.00	

N B : A little too much finance spent on accommodation leaving funds short for food, otherwise this has been a well run trip, especially from Kabul where Bryan was on his own over unfamiliar territory. Vehicle returned in well above average condition mechanically and domestically very clean.

A L JONES



J J WELLS

JJW:ao 15775

	January	February	March	April	May	June	July	August	September	October	November	December
Asia Eastbound				14	6	17		8		6	0	2
Asia Westbound			18	20	26	16			0	13	5	
Africa Southbound			15	15				13		6	10	
Africa Northbound			38				9		3			
America Southbound			18					3			4	
America Northbound			10				3					

	E.O.L.	E.A.I.	E.O.S.F.	T.F.L. 15%	T.F.L. 75%	T.F.A.	T.T.	SSR.	CAN- TRK	WEST CAN	G.A.T.	SUN- DINNER (AUS)		CANCELLATIONS + SAVINGS	TOTAL
Asia Eastbound	1		3	3				1	2					(3)	7
Asia Westbound			2			10	3				1	1			17
Africa Southbound	3			2		1		3	1						10
Africa Northbound															
America Southbound									2					1 E.O.L. 2 C.A.T. (5) 2 T.F.A.	(3)
America Northbound	1					1									2
CANCELLATIONS	(2)		(2)			(2)		(2)						(8)	
TOTAL	3		3	5	5	10	3	2	5		1	1			3

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