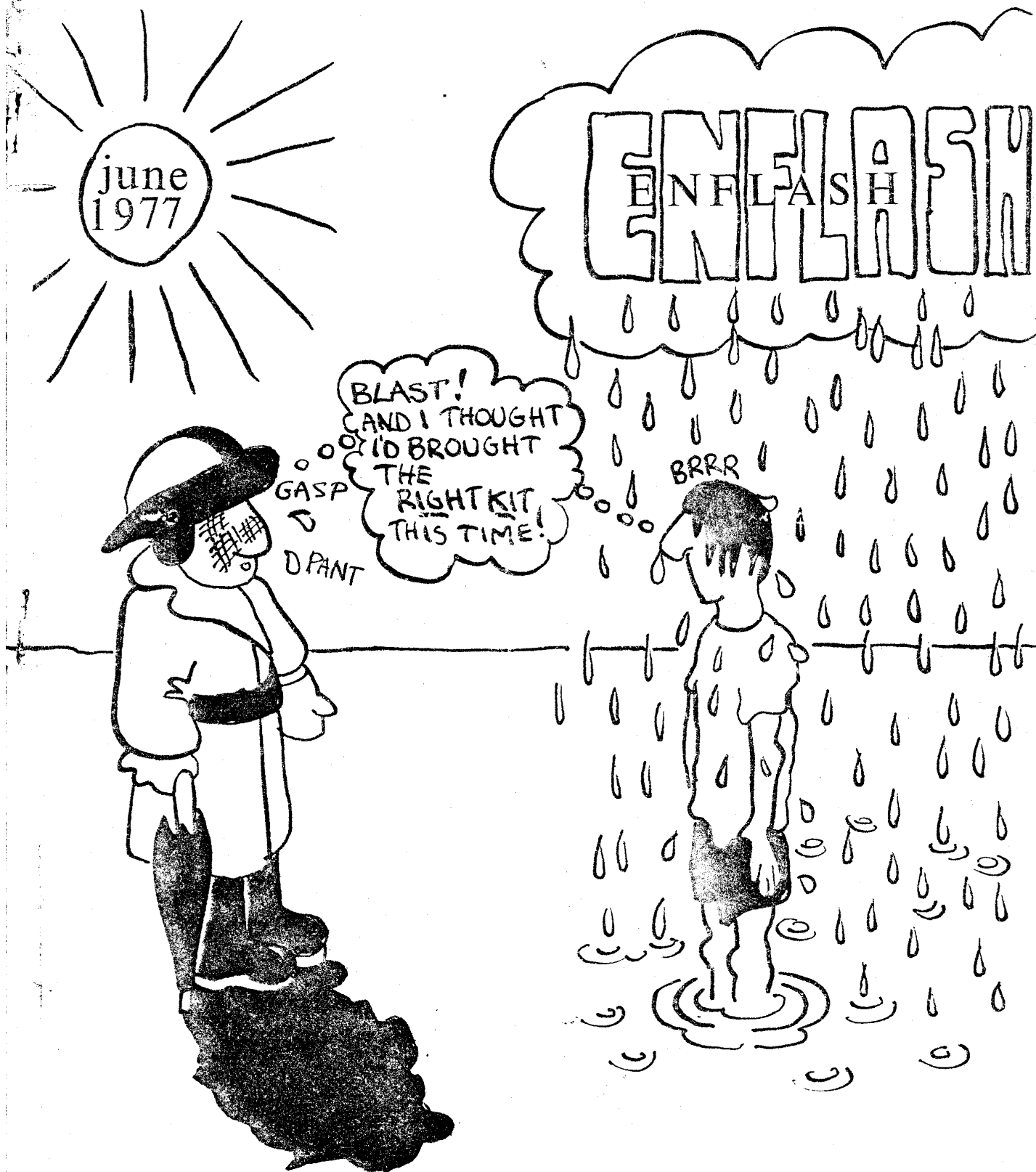


special "YOU JUST CANT WIN!!!" edition



will E.O. ever master the REALLY HORRID

AFRICAN WEATHER

drought/flood/drought/flood situation?

For this and other thrilling news, see inside

1. Jamie Noble arrived 6.6.77 with a happy group.
2. Bob Arnold confirms he's arriving 7.7.77
3. Jim Whittaker arrived safely in Barranquilla 27.6.77
4. Martin Watkinson and Jim Montgomery flew out to Singapore on Tuesday, 28 June and will spend six weeks refitting the 'Gypsy'.
5. News of a competition from EOJ (see page 11)
6. Postcard from Angela tells us she's having a great time and will be back in the office on 20 July.

Country	Selling Rates	
	Banknotes	Transfers
Algeria	8.30	4.20 dinar
Australia	0.72	0.76 dollars
Austria	16.60	16.65 schillings
Belgium	35.55	35.80 francs
Canada	1.0460	1.0515 dollars
Congo Rep.	2.66.00	245.00 CFA franc
Denmark	6.00	6.00 kroner
Finland	4.05	4.05 markka
France	4.90	4.89 francs
Germany	2.35	2.3450 marks
Ghana	8.50	1.14 new cedi
Greece	36.00	36.50 drachmas
India	9.10	8.70 rupees
Iran	74.50	70.80 ryal
Israel	8.40	9.40 pound
Italy	873.00	871.00 lire
Japan	270.00	268.00 yen
Kenya	9.10	8.25 shillings
Kuwait	0.2825	0.2825 dinar
Lebanon	2.90	3.10 lire
Morocco	4.61	4.49 dirham
Netherlands	2.4875	2.48 guilders
Nigeria	0.95	0.6480 naira
Norway	5.28	5.26 kroner
Pakistan	0.25	9.80 rupees
Portugal	38.30	38.06 escudos
South Africa	1.24	0.8673 rand
Spain	70.15	69.00 pesetas
Sweden	4.41	4.40 kronor
Switzerland	2.48	2.48 francs
Tanzania	18.50	8.25 shillings
Thailand	0.3715	4.2677 baht
Turkey	19.15	17.00 pound
Uganda	20.00	8.25 shillings
Zaire	1.72	0.8535 zaïre
Zambia	3.15	0.7965 kwacha
Egypt (U.A.R.)	1.48	2.5575 pound
Great Britain	1.7175	1.72 pound

Based on June 24, 1977. Rates supplied by Foreign Commerce Bank Inc., 82 Bellariastrasse, CH-8003 Zurich, Branch office in Geneva.



"I think we can safely assume that they are an elitist society."

A F R I C A

London-Johannesburg 12 February

Leader: Bryan Wallace

Arrived Johannesburg 5 June

Vehicle: NRB 956J

Report from Dar es Salaam 24.5.77 : "Met Jerry just outside Mwanza and he had information of bad roads through to Serengeti. We were lucky as it dried up and we had two great days in the parks. There was not much game in Serengeti itself but almost as soon as we entered the conservation area, we were surrounded by thousands upon thousands of animals. Into Arusha and much to everyone's delight, into Nairobi for far too short a visit. Seven people left the trip in Nairobi. We have with us now a girl from Long Haul Expeditions' trip who has to be in Johannesburg earlier than they expect to arrive. We had travelled with them on and off since Kano.

Re-entry into Tanzania was no problem and should remain so. Seven people climbed Kili while the rest of us spent three nights on the slopes of Mt Meru. From there to Dar, collected mail, money and a couple of days at Bagamoyo. Four people leaving us here to go to Zanzibar and will try to rejoin us in Lusaka."

Bryan arrived in Jo'burg without problem and is now spending time there until he brings his vehicle back up to Dar for the first four-week East Africa safari beginning 25 July. Happy game-spotting, Bryan!

London-Johannesburg 14 May

Leader: Mike Robinson

EDA Bangui 30 June

Vehicle: GLW 919J

Report from Tamanrasset 1.6.77 : After meeting Fred Tobler on the Moroccan side of the Oujda border and exchanging information about the desert crossing, Mike's group passed through into Algeria with only a few hassles from the authorities. He says "camped outside Ghardaia, then stocked up with fresh food and fruit, then went out to Methli Chaamba for lunch. The local tourist office opened up the town gardens for us and turned on the water for the swimming pool. We all had a good wash and shower and had lunch there as well. This place, only 24 kms outside Ghardaia is well worth a lunch stop. Made good time, even though a strong wind was blowing sand drifts across the road, and was able to get past El Golea that night."

After getting to In Salah the following night and camping near the spring where they were all "eaten alive by the mosquitoes", the group carried on towards Tamanrasset, using the sealed road which "now extends approximately 220 kms south of In Salah. The Algerians hope to have sealed road all the way to Tam by Christmas, wishful thinking on their part, but they should have sealed road right through the Arak Gorge by then at least. The weather has been very hot, 110°F in the shade most days, so it has been a relief to be travelling." And then on to Tam, with a couple of fuel problems next day, due to blocked fuel lines but these were remedied by Mike and the following two nights were spent in

and around Tamanrasset and the Hoggar Massif.

Report from Kano 13.6.77: "Before leaving Tam, went out to the swimming pool about 10 miles out on the road to Assakrem, going clock-wise. The army use this pool but let us use it with no problems at all. Worthwhile camping near there instead of Tam or Jojo's." After having to leave one ill EM in hospital in Tamanrasset with parting plans to meet him in Kano or Bangui, Mike's group headed off towards Assamaka. "The trip to Assamaka was uneventful but hot, taking 1½ days. The temperature reached 120° F in the shade. Had a slow but smooth border crossing and we spent the night at the border, after a much needed wash.

Had two Swiss guys in a landrover follow us across the desert from Tam and they eventually put their fan through the radiator so ended up towing them to Agadez. One night out from Assamaka, we camped on a dry mud flats, about 10 kms from Teggidum Tessum. About midnight we were struck by a sand storm. Well, luckily we weren't near any sand but the intensity of the wind was strong enough so that we had to take down the two tents that were up. Camp beds and anything else loose were blown away. The storm lasted about 3 hours and next morning, after a drive round collecting the various bits and pieces, we were lucky enough to have lost only one sleeping bag which, no doubt, some Tuareg now has warm nights sleeping in. Anyway, got into Agadez and decided to stay at camping ground about 10 kms out of town. Cleaned out the dirt and sand from the truck and everyone appreciated the swimming pool and the opportunity for a shower. The camp costs 400 CFA a head which, although expensive, was worthwhile from the group morale point of view. Next day, about 150 kms south of Agadez, while stopped for a loo stop, what should come steaming over the hill but another bright orange and blue truck with Derek at the helm. Decided to spend the night there and had a very good combined meal of sauteed hamburgers, after an unsuccessful attempt to buy a goat from the local village. Next morning, after goodbyes all round, we carried on. We were on the roughest section between Agadez and Zinder but were able to get on to the new road they are building and this cuts out about 40 miles of rutted, sandy tracks. Reached Zinder that afternoon and camped just out of town for the night. Crossed the border, again slow but smooth.

For peanut butter fans, note: at the Niger border where we do the immigration, the locals make peanut butter in a little hut about 50 yds up a lane, opposite the Police Post. We bought a ¼ full jam tin for 400 CFA. Also local women grinding corn good for photos.

Arrived Kano on Saturday afternoon and are camped near the Kano Club, behind the Vehicle Licensing Centre. Derek had warned me that the Kano Club won't allow overlanders in anymore. So I got in all right, by the usual procedure, then was told later that apparently two overland trucks, supposedly Encounter, arrived in Kano and everyone went swimming in the pool at the Club with all their clothes on. That is what provoked the ban on overlanders. They ask you now if you are overlanders and if so, you have to have permission from the Local Administrator, whoever he is? Yesterday Bernard Greber (the pax who stayed in Tam) arrived in Kano, so we are back to full compliment again and leaving today."

Johannesburg-London 8 February

Leader : Fred Tobler

Arrived London 7 June

Vehicle : AOR 622J

With everything going smoothly as Fred made the approach up the 'home run' and due in London June 6, Fate stepped in to deal a last-minute blow. A phone call from one of the passengers told us that Fred was in hospital in Granada, Spain. It was subsequently learned that he had a virulent form of malaria and arrangements were speedily made for a driver to be flown to Granada to bring the group back. Roger Harding, a 'new' member of EO's team (but with past experience in the game) found himself, in his first week, whisked from Wren Park and down to Spain to be placed behind the wheel of AOR. The group arrived in London without further incident while Fred remained in hospital until the following week when he'd regained enough strength to fly back. After a number of visits to our 'home-from-home', the Tropical Diseases Hospital, Fred was pronounced reasonably fit, if considerably thinner - he's working on that now with a four-meals-a-day regimen! Hope you enjoy your holiday in Switzerland!

Johannesburg-London 1 March

Leader : Derek Biddle

EDA London 3 July

Vehicle : GLP 203J

Report from Kano 4.6.77: "I was unable to obtain fuel in Bangui and the reason for the shortage was given as the river being too low due to late rains and not deep enough for the barges. First supplies expected in two weeks. Had about enough to get to the border, so left anyway. Road to border and on to Yaounde OK.

The detour around the broken bridge at Baboua is still operating though, with a lot of chat and many cigarettes, we convinced the guy with the key to the barrier that GLP only weighed 3 tons 7 cwt. A new bridge is nearly finished so in about 2 months, the problem shouldn't exist.

Arrived in Yaounde and was unable to get Algerian visas under way and back in a day. German visas take at least a week with no promise of issue so left for Kano with intention of using back-up visas from Bonn. Camping in Yaounde is very difficult with no camp-site. With help from a guy from the French Embassy found a good spot about 7 kms from centre, near a hotel called Mount Febe Hotel. It is in fact a large and little-used car park outside a monastery. The monks let you use their tap.

Only problem is, it's very close to the President's summer residence and the mayor's house. Many security soldiers around. The mayor himself came and told me I should have obtained authority from the police (probably hard if not impossible). Suggest future trips just to go up there and see what happens. *Important not to leave a mess!

*(Though appreciating the point of Derek's above comment, I hope it's considered important not to leave a mess anywhere! Rob.)

British Embassy very helpful. Mr. Gregg is the man to see. He takes care of the telex (cost for 3 min. approx. 80 FF)."

Derek arrived in Kano exactly one week after leaving Yaounde, with only a few hold-ups on insurance and after skipping two days on the beach at Victoria in order to push on and keep ahead of the expiry dates of his group's Algerian visas. As it turned out, he arrived on a Saturday and found everything closed until Monday, so could have kept to his original plan. "Have camped at the Jockey Club instead of the free camp on the racecourse. The cost is fairly high at 15 Naira a night but have done so for the following reasons:

1. Racecourse is well out of town.
2. This is the last place of rest for the group before the desert and the racecourse affords little shade and no water.
3. I need to get all my work here done fast in order to reach Algeria by 17th, so being in town allows me more freedom of movement as group do not require transport.
4. Security is good.
5. Bar with cold beer!

I bought enough fuel in Cameroun to get us to Kano as I'd heard that a fuel shortage was making life difficult in Nigeria. This was expensive at over £1 gal. but proved to be justified as fuel is very hard to get in Nigeria at present."

Derek left Kano the following day after one member of his group had to fly home from there, having caught rheumatic fever.

Report from Tamanrasset 16.6.77: " Met Mike Robinson between Zinder and Agadez, so camped together and enjoyed a pleasant evening. The weather by now was very hot at around 120°F shade temperature. Group voted to stay at Agadez camp, so spent a very pleasant day there. Left for Algeria on 12th for 17th deadline ... arrived Tam on Thursday. Customs closed till Saturday. However got formalities done after some chat and a few beers." Derek feels that "everyone, including myself, will feel happier in Morocco with better temps. and tar roads."

Suggestion: I realise that space is at a premium and the quantity we carry is enough for most situations - however, the cost of a few extra jerry's (which can be accommodated quite easily) on trucks crossing the desert in midsummer would not be very great (about 6 Naira a jerry in Kano) and the benefit a more comfortable passage. DB.

Johannesburg-London 22 March

Leader : Jerry Creamer

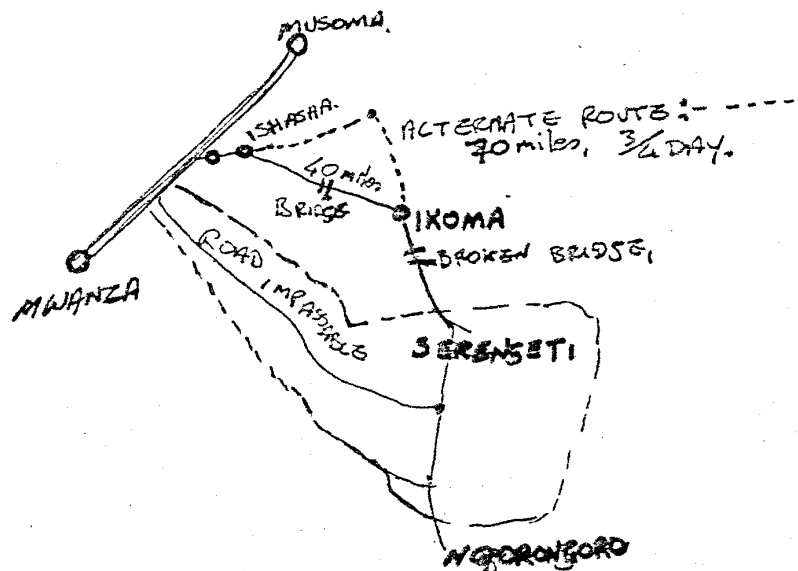
EDA Kano 23 June

Vehicle : AOR 621J

Report from Bangui 9.6.77: Arusha-Ngorongoro-Serengeti-Ikoma-Mwanza-Kigali-Gisenyi-Goma-Kisangani-Buta-Bangassou-Bangui

Roads into Ngorongoro wet and slow. Paid in Tanzanian shillings for entry. If you can prove you changed sufficient at bank, crater OK. Plenty of game, restricted areas because of flooding. Road from crater down to Serengeti like driving down a river. A lot of herds on plains as you go into park and a couple of lions as well. Actual game park saw F.A., even with guide!

Most tracks impassable. Left Seronera Lodge at 4 o'clock to make Ikoma for camping and park exit. Roads not too bad although some bridges under water and have to drive very carefully. 2 kms from Ikoma Fort, a bridge had gone down that morning. No going back as other road out of Serengeti totally impassable. A land-rover was stuck for four days and eventually the driver had to brave animals and whack 80 mls for help. Back to this bridge, the river was moving very fast but signs of a landrover going through the left-hand-side made me decide to have a go. Got through the river and just in a bit of flood water on the other side, she stopped! To cut a saga short, the river went down that night and it took 6 hours to dig her out. Arrived at Fort Ikoma for afternoon tea and the use of showers which we didn't need as it p--'d down with rain, so we showered outside! From Ikoma to main road, we were told of another bridge down and also of another route, so we took it. It was longer but roads not too bad but rough. This route is not on the map.



The main road to Mwanza was like driving on a road through the middle of a lake! Mwanza camp site under water, truck sank and lost $\frac{1}{2}$ day looking for someone to tow me out. Met Bryan Wallace, went into town and he took off.

Just this side of Gaita on the way to Rwanda, the road was washed away, took 3 days to repair. Road up to border wet and the truck kept sliding off the road. Rwanda border OK and roads in Rwanda good. Exit OK, entry to Zaire very easy.

Goma all closed up as public holiday and we camped in the school. Went to the volcano next day. At the moment, it's just a straight forward volcano, no flow or anything. Returned Goma and left in afternoon. After making enquiries about detour, we were sent in the wrong direction and lost $1\frac{1}{2}$ days. Route used is from Goma 27 kms out to Sake, turn right in village and follow road ($1\frac{1}{2}$ days) through to Bayonga. Road up to Kisangani OK, rained heavy just before Station de L'Epulu, causing trees to fall. We had to move quite a few but roads in general OK. From Monga to Ndu a few hairy bridges.

Lost ½ day at Ndu, ferry waiting for another battery. No fuel in Bangassou and we waited 3 days, then decided to take 40 gal. drum on bus to Bangui. Police Chief then told us who might have some. We got 300 litres, left Bangassou and got another 200 litres at cotton mill at Alindao. Pontoon bridge was next problem, river came up and moved in - ½ day delay. Arrived Bangui 6.6.77, no fuel but still looking and will report.

Rwanda visas: Visa in Tanzania for Rwanda only \$2 each. Decided to get them as problem was with Kenya border closed. To be awkward, they would only give them for two weeks from date of issue, so I gambled but due to delays with Zaire visas for same reason, and the appalling road conditions, we reached Rwanda border the day the visas expired. With no sympathy from anyone, we had to pay another \$6 each.

Johannesburg-London 17 May

Leader : Colin Livesey

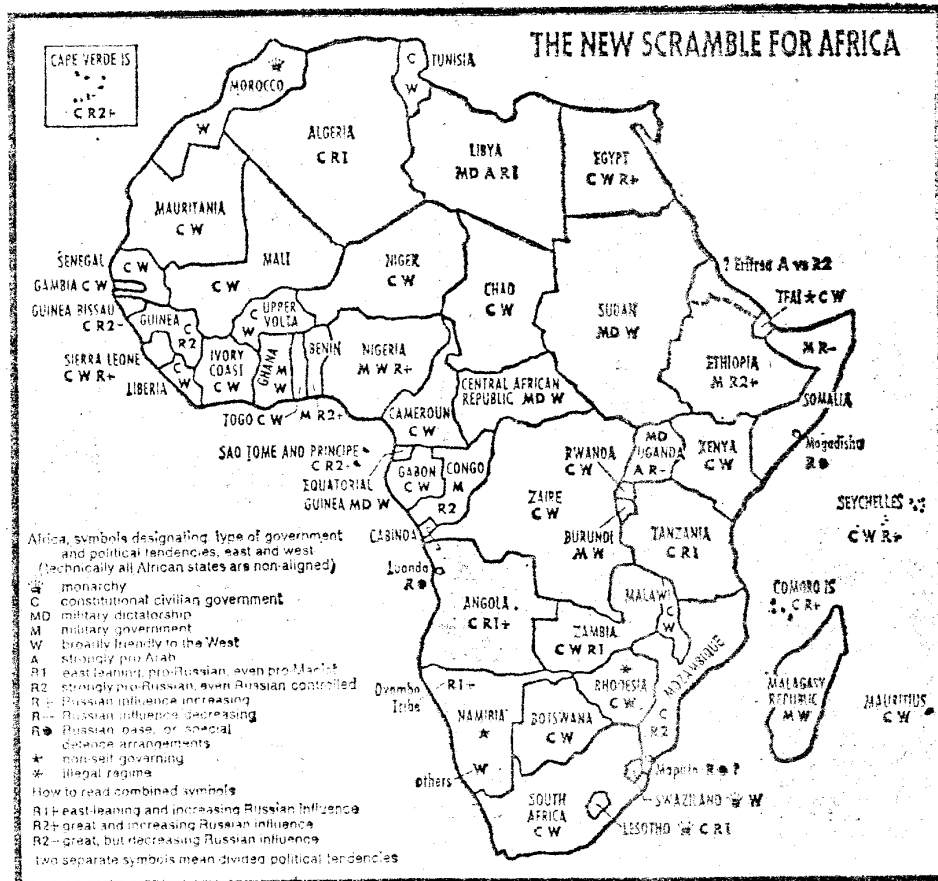
EDA Bangui 18 July

Vehicle : SDD 513G

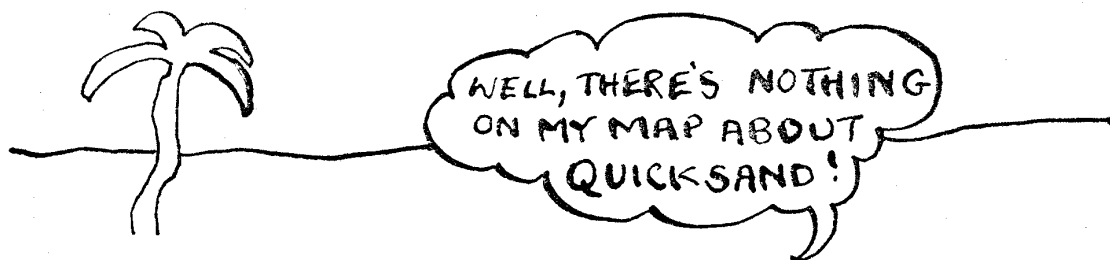
In his report from Dar es Salaam on 7.6.77, Colin said he'd been issued with a permit to cross into Kenya, on his second attempt. Thanks, Col, for the lengthy letter of instructions re. Tanzania border crossing and obtaining new British passports and all necessary visas - it will be useful for Martin's next trip. And he also says "There is a camp site in Dar - at the Silver Sands Hotel - go out of Dar on the Bagamoyo Road to the Bahai Beach Hotel. Turn left following the signs for about 2 miles, then right at sign to Silver Sands. Costs 10/- per head per night, with showers and three armed guards - it's worth it!"

Report from Nairobi 18.6.77: Dar-Kili OK. Ten people climbed and the rest of us went to Arusha. Eight reached the top. Whole group to Arusha Tuesday, Wednesday morning put Aussi passports in for Kenya visas and new British passports in to get entry stamp changed. Had to show one old British passport because the visitor's pass was not stamped. This passport had place of residence as South Africa and the immigration officer hit the roof and held the passports until I showed the other old ones, the ones they had come into Tanzania on. He then wanted all the passports and interrogated five of the people with new passports in Dar about South Africa. He contacted Dar and held all passports for three days while Dar got on to Lusaka for issuing entry permits on these passports, and gave Tunduma the works. On returning the passports, he wrote in the five concerned that visas could not be extended without contacting him. So we came to Nairobi and will leave Monday for Manyara and Ngorongoro, etc. and will cross into Rwanda on 28th as that is when the visas expire. I hope I don't get these hassles going into Tanzania again."

Africa: a dangerous new direction for the wind of change



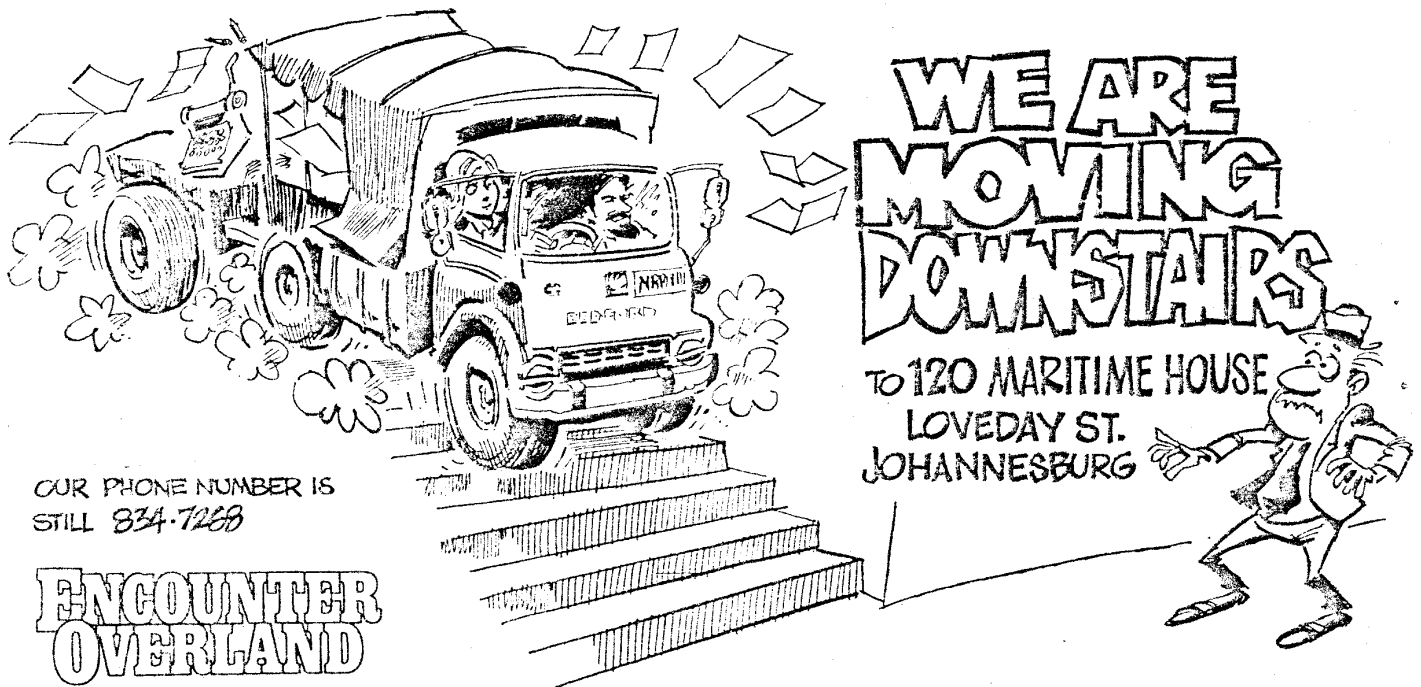
A political view (again!) of the African continent from the Times newspaper 20 June, 1977.



ANNETTE & WALLY, JOHANNESBURG

Hi everybody!

This month EOJ packed its thousand and one bits and pieces and moved four floors down in the same building. As you can see, it was quite a major operation!!!



However, apart from one plant which I killed, we've got everything down in good shape and by now are fairly well organised and settled in. There is still the final touch missing but most of the posters, pictures, etc. are up on the walls and everybody says it looks great.

Sent over 2000 flyers out announcing the office move and on the reverse side we had some super cartoons of a guy who has just completed an EO trip. As we don't have anyone here with the talents of Mark Ram, we had to get outside help for all the drawings and now we hope that this cartoon will convince lots and lots of people to drop out for a few months and become overlanders.

Annette



1. FOUR MONTHS AGO I DECIDED TO HEAD HOME. I'D MADE SOME MONEY AND FIGURED I'D HAVE SOMETHING TO FALL BACK ON WHEN I GOT THERE



2. I USED TO THINK THAT MONEY WASN'T EVERYTHING BUT THAT IT SURE BEAT WHATEVER CAME SECOND.



3. THEN I DID THIS CRAZY THING. I DIDN'T EXACTLY DROP OUT- I TOOK THIS E.O. TRIP ACROSS AFRICA



4. "ARE YOU CRAZY OR SOMETHING?" I KEPT ASKING MYSELF, "FOUR MONTHS OUT OF YOUR LIFE? THINK OF ALL THE MONEY YOU COULD BE MAKING."



5. BUT CROSSING AFRICA BRIDGED A GAP IN MY LIFE. FOUR MONTHS FILLED WITH EXPERIENCES, ADVENTURE, FRIENDSHIP, CONSERVATION, ECOLOGY HAVE A REAL MEANING NOW.



6. AFRICA IS NOT JUST A CONTINENT TO BE CROSSED BUT A WORLD TO BE EXPLORED. NO JUNGLE SCARES ME NOW, ESPECIALLY NOT A CONCRETE ONE.

FEBRUARY 77.



7. TAKE MY ADVICE, TAKE TIME OUT OF YOUR LIFE- DO THE E.O. TRIP- IT WILL BE THE TIME OF YOUR LIFE!

Now, some news of an exciting competition open to EO staff -

"TO ALL DRIVERS

In 1978 we intend to produce a calendar for world-wide distribution through all EO's main agents and to give us maximum exposure. We would not like the calendar to be inferior to the 1977 one and in our opinion we do not have a suitable slide which depicts the EO way of life to the same extent. We would therefore like your involvement. We are running a competition with the prize of R 100 for the slide that we select for the 1978 calendar. We will guarantee the safekeeping of any slides sent to us and will return it to the person concerned c/o EOL. The person whose slide we select will have to give us full rights for obvious reasons.

The competition is open until the end of September only as calendars have to be printed and despatched worldwide to be received late November.

NB. We are in favour of a slide with an M-type in a fair degree of prominence. The slide should be horizontal and not vertical.

We look forward to the support of everyone - you want to be famous, don't you?

Annette and Wally."

So, come on, you guys - let's see the best of your happy snappies!



OF COURSE HE LOOKS THIN, VEGETARIAN CANNIBALS ALWAYS
LOOK THIN.

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

Rio-Barranquilla 24 February

Leader : Jim Whittaker

EDA Barranquilla 27 June

Vehicle : Y39839 (GMC)

Report from Quito 8.6.77 : Jim's group left Lima 21 May and travelled north on the Pan Am highway, visiting Paramonga Pyramids of the Sun and Moon, Sechin and Chan Chan. In Mishually, all 21 of the group took a four day boat trip down the river with guides, paying \$24 each themselves. Leaving Mishually on 4th, they arrived in Quito the next day, leaving the hot, sunny weather of Peru to go into the heavy rain of Ecuador. The report says "Peru customs have become very officious about money declaration forms. We did ours as a group on entry, and on exiting, we were about 10% out; over 22 people, this is not surprising as money and exchange slips had been lost and stolen.

In the past, checks have been seldom and the outcome of a small discrepancy not discovered. However, (after being stopped at a police check-point just north of Zorritos, approx. 80 kms south of Ecuador) we were given 3 alternatives:

1. Have all excess cash confiscated)
2. Go to jail) either/or/both
3. Pay \$80 fine (no receipt given?)

Our only choice was to pay \$80.

Future advice: Ensure each EM has own slip. This takes a great deal of time and means a total truck search but it is then up to each individual to be accurate. JW.

Report from Bogota 17.6.77: "Went south from Quito to Saquisillí Market, then north back through Quito across equator. Had difficulty in obtaining fuel in Tulcan as there is some sort of rationing there. Exited Ecuador and entered Colombia 10th." Travelling through Popayan, San Augustin and to Bogota, the group were rejoined by two members who had left in Quito to make a side trip to the Galapagos Islands. By the time this issue of Enflash goes to print, Jim and group should have arrived safely in Barranquilla.

Barranquilla-Rio 9 April

Leader : Allan Townsing

EDA La Paz 30 June

Vehicle : RHS 301M (Dodge)

Report from Quito 25.5.77: Allan is back on the road again and going well and it's great to read that "nothing can defeat me now!" His group are "a very lively bunch and have taken the whole upset (the breakdown and delay) really well, and it seems that, as long as they have full bellies and beers, they're happy!"

And we received a letter from Al in Guayaquil "while the troops are marching round town". He is finding that, now the break-down is behind him, he's finding life a good deal easier. He's now expecting to be able to make up lost time to finish the trip only two weeks later than planned. Gret going, Al, and we're keeping our fingers crossed that your luck, undoubtedly assisted by your own hard work, will hold!



A S I A

Katmandu-London 15 March

Leader : Alan Dougall

Arrived London 31 May

Vehicle : LUR 975P

Not too many more problems for Alan on his run through Turkey and he arrived back on 31 May with a tired but seemingly happy group. They were certainly quite boisterous when they got together in the evening for a last group meal - courtesy of Encounter - at the Hot Pot restaurant off the Earl's Court Rd, wearing still-creased, newly-made leather jackets from Kashmir and freshly unpacked skirts and shirts. A little 'priming' in the pub opposite put everyone in the right frame of mind and further carafes of wine with the meal ensured a continuation of the jollity. A moving ceremony rounded off the night when Alan's group presented him with a small gift of appreciation for his efforts on their behalf - and we were treated to quite a touching speech from Alan and much tear-wiping and raspberry-blowing from the group. We hope these 'farewell/welcome to London' meals will become a more regular feature of trip arrivals.

Katmandu-London 22 March

Leader : Jamie Noble

Arrived London 6 June

Vehicle : NAH 814F

Jamie's end-of-trip report fills us in on the closing days of his journey: " Left Istanbul early on May 24th and got to Keramoti that night. We just missed the ferry to Thassos and arrived during a violent hail and thunderstorm. The captain of one of the ferries let us sleep in an old cinema in the village and we got over to the island early next morning. There followed 3 excellent days on the beach near Panagia, including a very drunken barbecue. Left Thassos on 28th and were well into Yugoslavia that night. Left Yugoslavia and reached Salzburg 30th, spending 31st there and we were in Germany on June 1. Camped near the Rhine the following night, having dropped off four pax in Frankfurt (two left in Greece). The next night was spent in Belgium and we reached Calais mid-afternoon of 4th. Group cleaned up the truck and checked equipment and we caught the ferry at 8 a.m. next morning."

Jamie's group, too, (or what was left of them) got together for a meal on the Wednesday night, with the remaining EM's from Fred Tobler's trip and a similarly high-spirited evening ensued. Sounds like both the Asia and the Africa groups had an exciting and enjoyable time on their respective expeditions! They all have many tales to tell!

Katmandu-London 19 April

Leader : Bob Arnold

EDA London 7 July

Vehicle : RXP 597

Report from Kayseri 13.6.77: After leaving Shiraz, the group spent two nights in Esfahan where some free and over-indulgent imbibing apparently resulted in dire consequences as far as group comfort in the back of the truck was concerned! In Rezaiyeh, Bob had to replace the rear diff. and fix the transfer box where a bolt had sheared off. He says he managed to get to bed at 1 a.m. that night and was off to the border at 7 a.m. next morning. But with no problems there, they were through in 3 hours. On one occasion, after stopping in a town for fresh bread and to change money, a crowd gathered around the truck and "on departure, we got the usual reception i.e. stones and dirt thrown over the side." One girl, who wears glasses, was hit in the eye with a rock and cut her eye. But fortunately it was not too serious and only required a quick visit to a doctor in Van and some eye drops.

Report from Istanbul 23.6.77: "Had the 13th at Urgup and the following day, went to see the underground cities. The electricity was off but the group decided they could see it with the aid of torches and candles. Those with candles only lasted 5 mins. and returned to the surface, also demanding their money back - this upset the guide. Reluctantly, he returned their money but said the electricity would be back on in 5 mins. and that they would not be able to go back down. Eventually, it did come back on and this gentleman made a point of coming out to the truck to tell them that they weren't allowed back in. Continued on that afternoon and, whilst looking for a campsite that night, managed to get bogged up to the axles. Luckily, it was right next to the main road and a fuel tanker was able to pull me out. Next day we were on the coast and all appreciated a good swim (Quote - on first sighting Lake Van: 'Is that the Med?'). Stopped early that night and repaired second trailer spring. Reached Side the following afternoon and had a meal out. Everyone is a little unhappy over the fact that we have run out of fish and Spam! Into Antalya the next morning and camped down from Thermessos that night. They have put in a toll gate at the base of the mountain where you start to climb up to the ruins. Not charging yet but it doesn't appear to be far off.

Pammukkale the next day - a bit disappointing because of the commercialism of the place but another that goes on the list with Corbett and others. Had a 20 mile detour to get to Ephesus and that night camped short of Bergama. Went into Bergama the next day and checked out the ruin there. Germans are doing a bit of restoration work at the moment. Crossed over the Dardanelles next day. Off to Thassos today (24th) and hopefully will see you on the 7th. "

I think Bob's wondering just how much some of his pax are aware of the places through which they're passing - one girl asked in Iran "Do we go to Persia?" and on seeing a ship sailing up the Dardanelles, wanted to know if it went to Kayseri!

Katmandu-London 3 May

Leader : John Finch-Davies

EDA Kayseri 24 June

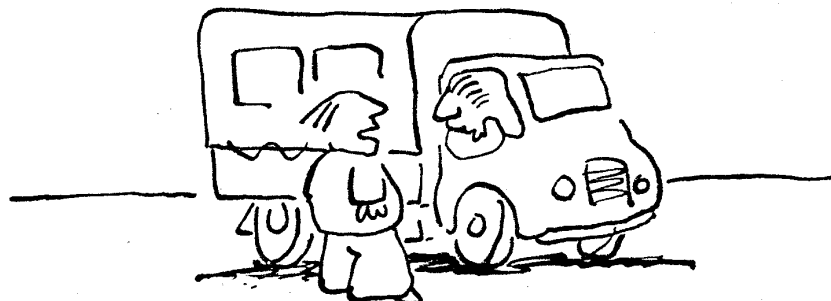
Vehicle : DHV 541H

Report from Kabul 1.6.77: "From Rawalpindi, took different route to Peshawar via Kohat. Good single track tarmac to Kohat. Russell (pax) nearly shot by Pak police trying to sneak a photo of bridge over the Indus. Between Kohat and Peshawar is a village called Derra which was the object of the visit. This is inside 'Tribal Territory' and the sole industry is gun-making. Copies of revolvers, automatics, rifles and sten guns - we saw perfect copies of Lee Enfields (stamped 1944) and stens being produced in primitive workshops. Boring and drilling machines operated by belts and bolts, trigger mechanisms, etc. made solely with vice and files. Very similar to Wren Park. Shops and stalls full of every type of small arms and ammunition with a great Dodge City atmosphere. Gun-toting tribesmen everywhere. Well worth a visit as long as pax don't buy anything. Blokes all interested, birds rather apprehensive. Area not recommended after dark, camping could be a bit risky."

It sounds like JFD and group are having an educational time and John says his "truck is going like a rocket" - DHV? He goes on "Just passed two Macks and four Mercedes tankers, going UPHILL! Told you it was a good truck!"

Note for Handbook: Good spring and suspension repair workshop including welding on main Yazd-Esfahan highway, 200 yds north of monument (tower in centre of dual carriageway) east side of road on northern outskirts of town.

JFD's report from Esfahan on 17.6.77 says there was much rain around Bamiyan and the Iran deserts before their arrival, many washouts including Hajibak Pass, necessitating a return to Kabul but generally the weather has been fine.



FIRST LEFT AT THE GREEK BORDER TURN
RIGHT AFTER ISTANBUL, FOLLOW THE
ROAD, FIRST RIGHT IN TEHERAN, YOU
CANT MISS IT, THEN SOUTH CIRCULAR IN
AFGHANISTAN, FIRST RIGHT IN KABUL
AND ASK AGAIN.

FROM YOUR CORRESPONDENT J.F.D. IN THE HEART OF AFGHANISTAN:
- A STORY OF NEAR TRAGEDY AND LAST MINUTE RESCUE

The time : 0500 hrs
The date : 5 June
The place : the Green Caravanserai, Band-i-Amir
The occasion : An Old Contemptible Driver lying peacefully
in his pit, savouring his only lie-in of
the three months' trip.

Enter an unshaven, poncho-clad figure, reminiscent of something out of 'A Fistful of Dollars'. Snatching my service revolver from under my pillow, I took swift aim between the eyes for a brain shot.

The wretch slumped to the floor with a piteous cry and I perceived it to be one of the NewProfessional Drivers - to wit, one Paul Cunnington. A new generation type, raised on a diet of telex, indigestible report forms and flown-in spare parts.

Knowing that, in my state, I couldn't hope for a brain shot on such a small target area, I lowered the gun.

In halting sentences, the wretch poured out his tale of woe. His great big, chromium-plated, multi-wheeled, 66 grease painted, stereo-equipped, 460-powered, passion wagon had broken down. This triumph of overland engineering genius was boiling its tiny little head off on one of the minor hillocks between Band-i-Amir and Bamiyan. Stocks of marmalade and drinking chocolate were running low, the situation was desperate. Could he borrow my RL? The sheer indescribable gall of it!

Knowing that seconds were vital and that DHV would never allow herself to be driven by one such as this, I sprang from bed, pausing only to pull on a few Afghan Govt. surplus rags.

Outside, the Wombat, DHV 541H, stood bathed in the cold light of dawn. Checked oil and water, kicked the tyres and ejected a few pax resting in the back. Mounting the cab, a touch of the button and the old 330 burst into song.

A quick gulp of tea, oil and brake pressure OK, chocks away! The trusty old RL leaped forward. Acceleration forcing us back against the seats, she winged her way over the passes in top gear.

After 15 mins. at a sedate 70 mph, the scene of the disaster came into view, the KM in the middle of a gently sloping, flower-strewn plateau. Surprise! - closer inspection disclosed a scene of blissful tranquility. A few EM's grazing in a patch of Cornflakes, a Halford quietly charping* in the cab. All secure in the knowledge that a tried and proven RL was speeding to the rescue.

*Charping = sleeping or lazing, derived from Hindi 'charpoy'- bed

Stopping only for seconds, to load four pax/cleaners and their useless radiator from this overlanding dinosaur, the Wombat spun about and sped back to Band-i-Amir. By the riverside, the pieces were unloaded and the four quivering, fearful EM's were commanded to roll up their trousers and jump in the river to clean the radiator.

Tearful protests were stifled by a cuff round the ear from the Paul and they leaped into the icy water.

In half an hour, the radiator shone like a new pin and light appeared through the matrix - the Paul was satisfied.

The Wombat flashed back into the hills. Open-mouthed Afs leapt for safety and Internationals took to the gutters as the 'Orange Knight of the Road' four-wheel-drifted round hairpin bends.

Within minutes, the pestiferous crew were deposited by their six-wheeled Taj Mahal and garlands and tributes were heaped upon the old RL, before she turned back to the chaikanas and a well-earned pint of Duckham's.

Later that day, as we trundled home towards the Jam Hotel, the place of near tragedy was passed again. The only sign of the stirring events - a few blobs of Araldite, a part-chewed Spam can and some strips of pastel-coloured loo paper waving in the breeze.

A stray female EM was gleefully grabbed by the Poms and Ockers and intensively chatted up and plied with peanut butter.

Then the Wombat trundled into the setting sun with a contented purr from the valves, signifying her satisfaction with a job well done.

J.F.D.



A LITTLE MORE SHAVING CREAM ON THE DOGS NOSE
SAJIT, AND THEN TURN HIM LOOSE IN THE STREET:
I'LL PUT THE SIGN UP.

London-Katmandu 21 April

Leader : Paul Cunnington
Halford Hewitt

EDA Srinagar 14 June

Vehicle : SVC 339H

Now for the other side of the story.....

Report from Kabul 6.6.77: "Met Bob Arnold in Mashed. Everything seemed to be going all right and his group were happy, despite the breakdowns. JFD was in the Jam Hotel when we arrived in Kabul, he'd pulled in 2 hours earlier than us. We went to Bamiyan the same day 3.6.77 and drove to Band-i-Amir on 4.6.77, intending to return that night for a group meal at the Kabul Bakery. Left Band-i-Amir 4 pm and by 5 pm, we had boiled several times. Fearing that the water pump we had fitted in Kabul was faulty, we camped for the night and started to investigate. Having checked the thermostat and pump, we concluded the radiator wasn't functioning properly. Having spent a very cold but beautiful night on the high ranges, Paul set off at 4:30 to walk to Band-i-Amir and wake up JFD, who was enjoying the "first bloody lie-in of the trip!". Anyway, after much pulling and cajoling, JFD drove out to us, picked up the radiator and while he had his breakfast at the Kabul Bakery, Paul and a few dauntless EM's pranced around in the freezing river, flushing out the radiator. Amongst the assortment of flies and muck that came out of the fins, was a fish that came out still alive from the inside of the radiator! Since then, SVC has been running cooler than ever. Arrived Bamiyan 5.6.77 to have a belated meal out. Returned Kabul 6.6.77."

Paul then goes on to add to Halford's report: "Halford appears to be confused - the fish actually appeared in the EM's glass of Eno's!!"

Sounds like a very fishy tale to me!

Paul continues " We have suggested to the group that, since we have a few days in hand, after Srinagar we make a trip up to Leh in the Ladak range. I gather the journey was completed in 6 days by a KM Exodus truck about 18 months ago and feel confident that, without a trailer, SVC will have no problems. The group themselves are very enthusiastic about the idea as are Halford and myself and so we look forward to a successful and worthwhile trip."

Note from Halford: I would not recommend the Hindu Kush Hotel in Bamiyan although facilities are pretty good, as the manager gets very upset when you fail to have a group meal out with him and so doubles any previously agreed price for camping. Very awkward situation can arise involving police, etc. Azzim now owns the Caravan Hotel anyway and the standard has increased accordingly.

London-Katmandu 16 June

Leader : Simon Strong

EDA Kayseri 7 July

Vehicle : GNM 152F

So far we have received Simon's next-of-kin list from Zurich on 18.6.77 and his trip seems to have got away to a fine start. He left London with only half his group and made a planned detour to Zurich to pick up a large contingent of Swiss on the Sunday morning, 19.6.77. We wish you luck with your trip, Simon, and are sure that this group will have as good a time as your last certainly did!

We have received a very complimentary letter from a couple of Simon's passengers recently, Linda Novak and Steve Oswald, and they are full of praise for both Simon's leadership and Encounter Overland as a whole. They say "although your company is more expensive than the other overland truck companies, we feel the extra expenditure is justified with better equipment and other small features that made life a bit more comfortable". There have been similar comments and praise from arriving EM's on several recent trips and it's good to hear confirmation of something we already know!



/M NOT SURPRISED IT TASTES BRACKISH, IVE HAD THAT FILLED WITH PETROL FOR MONTHS.

SOUTH EAST ASIA

To keep you all up to date on developments with our yacht in South East Asia - the 'other arm' of Encounter that we have affectionately termed Encounter Underwater - Martin Watkinson has more news....

The right man for the post of Skipper finally walked through the door a few days ago - and we didn't even need to call out the EO press gang (besides, Bill was busy and John Clark was at the tailor's).

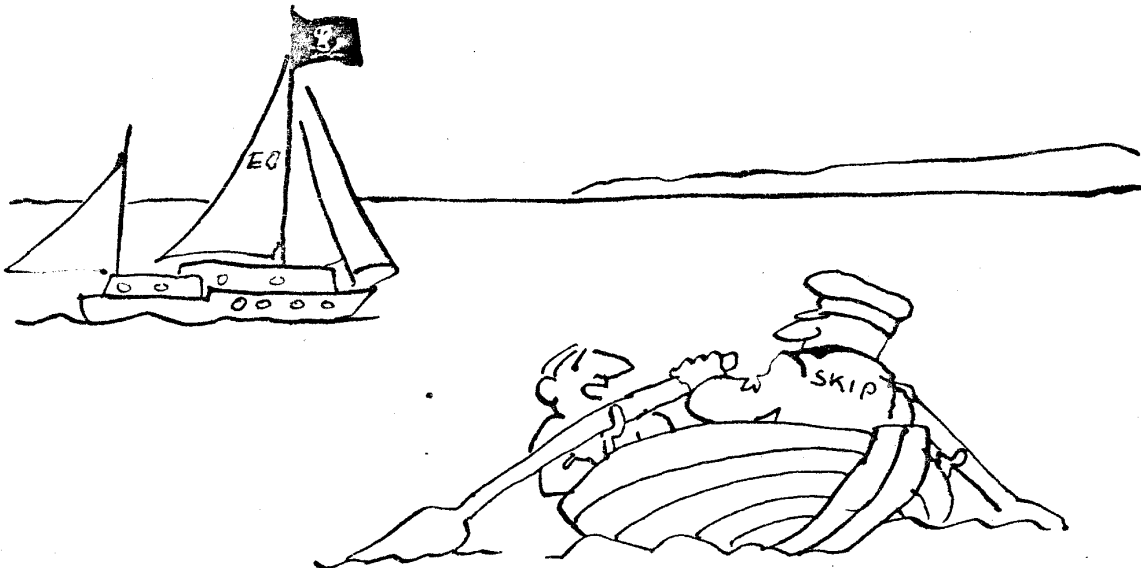
Jim Montgomery is a 29 year old Australian from Sydney (though luckily he speaks English as well) and has spent most of the last 15 years at sea - the Australian Navy, sailing his own vessel round Australia and the Pacific, and as sailing master of larger charter vessels in the Mediterranean, as well as many winter yacht deliveries. It adds up to about two return Africa trips, under sail, and we're very pleased to have him with us.

This week we have been buying some of the equipment here that is more expensive in South East Asia and, Aeroflot willing, by the time you read this, we will be well into the work in Singapore.

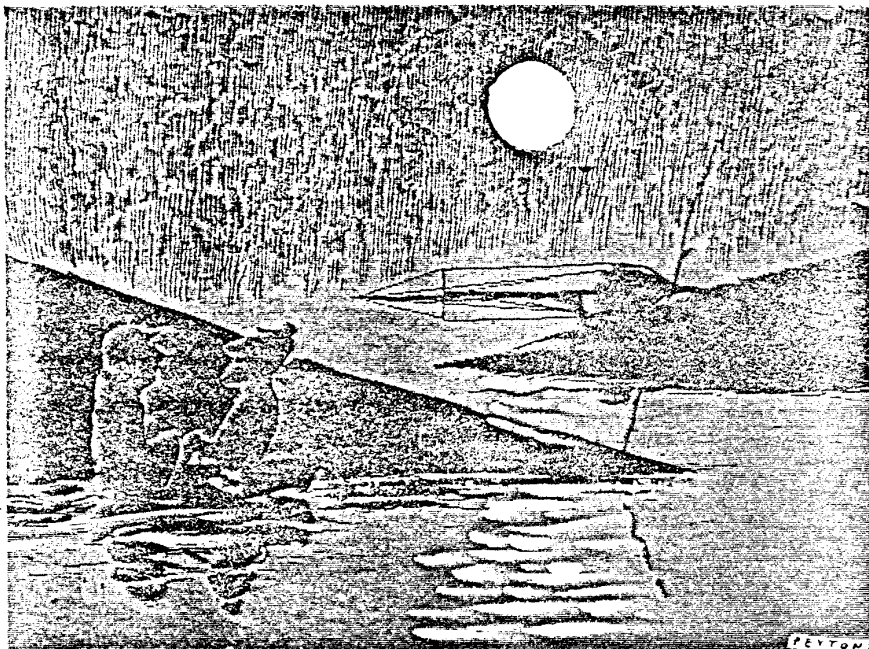
Agents and people booked on this year's Asia eastbound trips have been circulated with details of the voyage between Phuket and Penang and we have just received our first bookings.

So, if you've got a spare pair of fingers, please keep them crossed - and we'll see you again sometime next year!

Jim and Martin flew out to Singapore on Tuesday 28th June and took all our best wishes with them - and a few pints of the Drayton Arms' best bitter inside them, from the night before!



THE DIFFERENCE IS THAT ON THE TRUCKS, IF THE PASSENGERS ARE REBELLIOUS, YOU CHUCK THEM OFF!



"You can't beat it Tony, a good sail, a quiet drink, then a row back in the moonlight to a snug little cabin."



"Never mind what it reminds you of. Sort the bloody thing out."

ROB RUMBALL IN THE HOT SEAT

The hot seat has been pretty temperate this month in most respects. No crises have loomed any larger than usual run of the mill daily ones. Obviously, those of you who are on the road at the moment must be doing a thorough job and not creating too many waves.

Westbound Asia Trips

So far this year, we have had three arrivals from Kathmandu; all have been led by drivers leading their first expedition and places have been predominantly sold in Australia.

All three have been very successful, providing several letters of recommendation for both the drivers and the company. It is very gratifying to see efforts rewarded and high standards being maintained.

TFA also deserve a pat on the back for providing the material with which cohesive groups could be formed. There is little doubt that a good trip can start with an honest approach to selling.

Fred Tobler

He is now recovered from his malaria and, since flying back from Granada, followed by a week's convalescence, he has been on a promotional tour of Switzerland with Ian Way. This involved five evening film shows arranged in conjunction with SSR. Fred is now taking a holiday in Switzerland for three weeks.

En Route Reports

Those received during the last month have generally been very good, lots of useful hints, factual and plenty of detail. On the subject of detail, and fascinating though it may be, I would venture to suggest that, as no section exists for it in the en route report, any reference to the drivers' sex life would be better excluded from the actual report.

ALL DRIVERS - PLEASE NOTE: The last en route report is the one you write on the last day of the trip. This is of vital importance as it is the record of the last 2000 miles of the trip.

The Gypsy

Martin and Jim Montgomery (our new skipper) departed for Singapore on 28 June to commission the yacht and sail her up to Penang for the final fitting out, with a view to the first voyage on 12 August. We wish them both the best of luck and have the greatest confidence in them proving this latest venture a success.

All the best and keep up the good work!
Rob.

BILL WALLACE AT WREN PARK

Greetings all,

Once more I find myself unable to avoid an Enflash contribution and so, to scribe, I begin.

Wren Park has seen this year's summer go by and winter has clamped down again. Sally is not yet back in use but I don't think it will be too long.

GNM left here to go to Katmandu on the 16th, with Simon Strong at the wheel. Thanks to all at the workshops for their joint efforts and all the best to Simon.

LUR is nearing completion after a hectic rush to prepare it for 1st July. This truck is off to Morocco to carry out two short trips and then to Africa.

One point of great interest which has just come to light is that Bedfords are now supplying modified injectors for the 330's. The old ones have a nasty habit of causing a lot of black smoke from the exhaust.

I know many of you have this problem so take note. It will not lead to any other problems, so leave well alone.

All the best,
Bill.

FIRST IMPRESSIONS - A TRAINEE'S TALE OF EARLY EXCITEMENT,
EDUCATION AND ENTHUSIASM
(or How Did I get into this Business?)

Once upon a time, there was a poor, bedraggled punter...er, sorry!...EM! who joined one of Encounter's trips in Katmandu and while on that trip, he discovered he was a dyed-in-the-wool masochist and the natural progression of that mind- and soul-shattering discovery was to apply for a job as a driver with EO. However...

Time passed by, seasons came and went and the now ex-punter ran out of money on the continent so he came to England to relieve his pecunary plight... and play at masochism some more, so he got a temporary job to tide himself over the English winter.

One week of said winter was enough, so the ex-punter...sorry! I did it again!...sent off a great egotistical blurb (I hope you "host country nationals" understand the meaning of the word 'blurb') to EO. Months passed without word and the depression of winter increased and there was no sign from the powers-that-be at Encounter. The... ex-EM! (got it right at last!) just about gave up hope and went back home to good ol' Aussie.

But then at the last minute ... word from Old Brompton Road!

The ex-EM (right again) found himself on the most traumatic, interesting, heavy (and any other superlatives relating to ... ah...traumatic!) weekend of his life - the infamous Driver Selection Weekend. And as a result of that - at Wren Park.

Now we get (at last) to the real (forced upon me) topic of this article. (Please excuse the verbal diarrhoea of this introduction but it was written in an alcoholic stupor in the Drayton Arms...aah!...fully indoctrinated into the EO way of life at last!

Wren Park...the initial impressions.

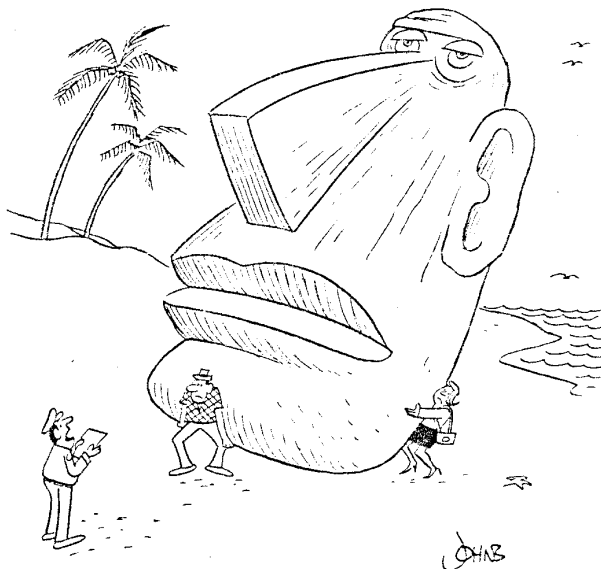
Early mornings...bloodshot eyes...searching for copper washers ...watching GNM return...work, work, work...trucks, trucks, trucks...grease, s--t, and oil..."my parents would freak out! 20 years of schooling to become a grease-monkey cum truck driver!" ...more trainees turn up...the Hitchin flat...and the Hitchin "night life" (when is all the action?)...

The Guinness in my metabolism could go on for ages... but the remnants of common sense in my paint-fumed, hard-worked, under-slept mind tell me to stop! And so I will!

Wren Park is an eye-opener - especially to an ex-punter (damn! slipped again!) - ex-EM! Trucks don't just magically hit the road!

Rein Kamar ('new' guy).

Written under duress during a farewell drink with Martin & the EO brigade just prior to Martin's departure - full marks, Rein, for your coherency under such conditions!



"Folks, I want to read you the rules regarding the taking of souvenirs."

And from first impressions to some self-impressions -
happy and alert 'trainees' pause for a quick pose.

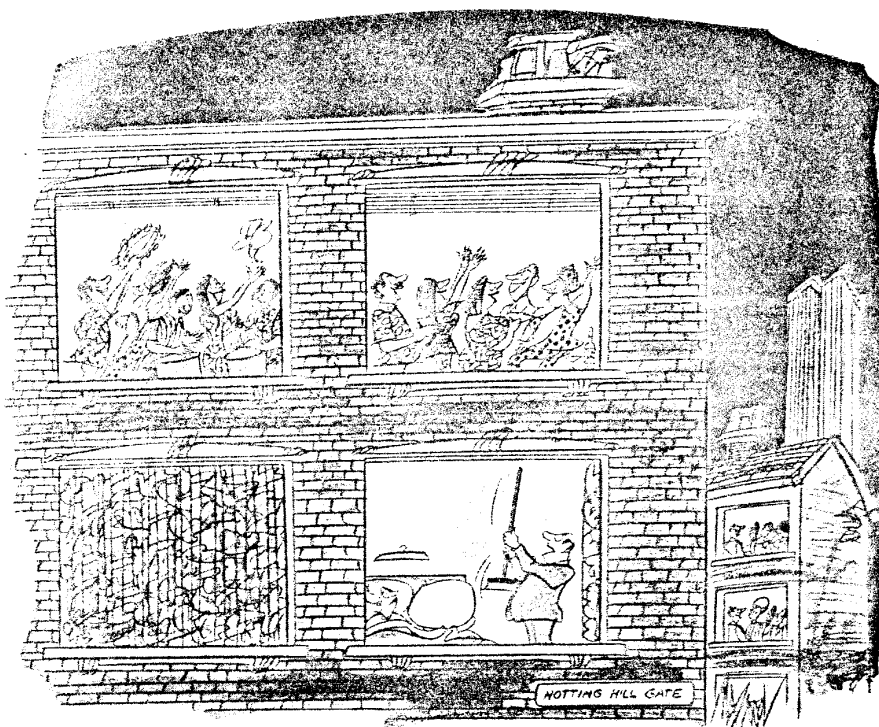
Recognise anyone?



Sketches courtesy of wee Davey (David Hunter), Wren Park.



YET AGAIN EO FORGES AHEAD (A JOKE)



"Why has it to be this part of the Commonwealth on which the sun never sets?"

A QUICK NOTE FROM IAN WAY

The Minx was once again readied at Wren Park for its gruelling tour on the now regular four-times-a-year Swiss promotions. The car and the projection equipment worked without a hitch throughout the five shows we did in Zurich, St Gallen, Chur, Luzerne and Bern. The audiences were a little sparse except in Luzerne and Bern but they made up for lack of numbers by a continual barrage of questions after the shows. We had a lot of support from the SSR staff and Urs Schmid of Luzerne and they all helped to make the tour a success for EO.

LINDA IN LONDON (yes, that's right - Linda!)

You may or may not have guessed it yet but, with Ms. O'Hara/Burchardt (or 'aoh' as her readers know her) away on holiday in Greece - working on a slimmer, more tanned model aoh - until mid-July, guess who got voted into the editor's chair?! We couldn't have you missing an edition of Enflash (although I tried to encourage that idea for a bit) and when the question of a relieving editor was brought up, I didn't stand a chance against the mass enthusiasm for my nomination - ever feel you've been ganged up on?

So, it's me editing all your little tales of adventure and mystery and hence the missing cryptogram in the footnotes - but I've followed Angela's style so as not to confuse you and also to disguise the fact that it was me!

I must admit that I began this task with some trepidation and premonitions of disaster but it's turned out to be quite fun (but don't take that to be an offer to assume your mantle, Angie - I think I've already alienated half the 'resident' EO'ers, badgering them for contributions!). All those lovely long stories in your en route reports were so welcome and made the job a lot easier - my heartfelt thanks!

Angela told you in her last notes about the preparation going on for our Jubilee celebration here at 271 - well, it was a great success, thanks to all the hard work behind it (Mela was a whizz at organising us all!), and I know that those long hours spent scrubbing three tons of tiny new potatoes at Mela's kitchen sink were not in vain! It was unfortunate that the office wasn't large enough to invite all the members of EO and as it was, I found it hard to believe so many people could squeeze into our hardly capacious rooms. But it was a welcome opportunity to say 'thanks' to the many people outside the company who play a large part in keeping us running smoothly - agents, embassy officials, equipment suppliers, those guys who get your spare parts out to you so quickly, some members of our friendly opposition, et al. I thought you might like a glimpse of one or two familiar faces, enjoying the conviviality and with a little help from the Australasian Express photographer, I bring you the EO Jubilee Show!



JOHN CLARK and Mela Bromhead of Encounter Overland and Garry Marks amused by the presumption of the Jubilee beverages.

MR SHARMA from the Royal Nepalese Embassy tackles a lettuce with relish while Encounter Overland's Bill Wallace supplies the fun. ▼





▲ Mr Rob Rumball of Encounter with Mr Keith Miller of Sherpa Expeditions and Mr Sharma of the Royal Nepalese Embassy enjoying the Monarchy... and refreshments.

And something to come home to?

Bunnies in Herts

DEEP IN the heart of Herts there will soon be a bunny invasion, not so much another Watership Down as a Playboy Club Dip. The Hugh Hefner empire is setting up a training school at Aldbury, near Berkhamsted.

Browned off, a sugar boiler and lettering artist from Cleveleys, relieved his feelings by inserting a five letter rude word in more than a thousand sticks of Torquay rock.
W. Watkinson (*Lancashire Life*)

And just arrived from ALJ in SAN FRANCISCO:

To the temporary editor , Enflash, London by telex -

Dear Madame

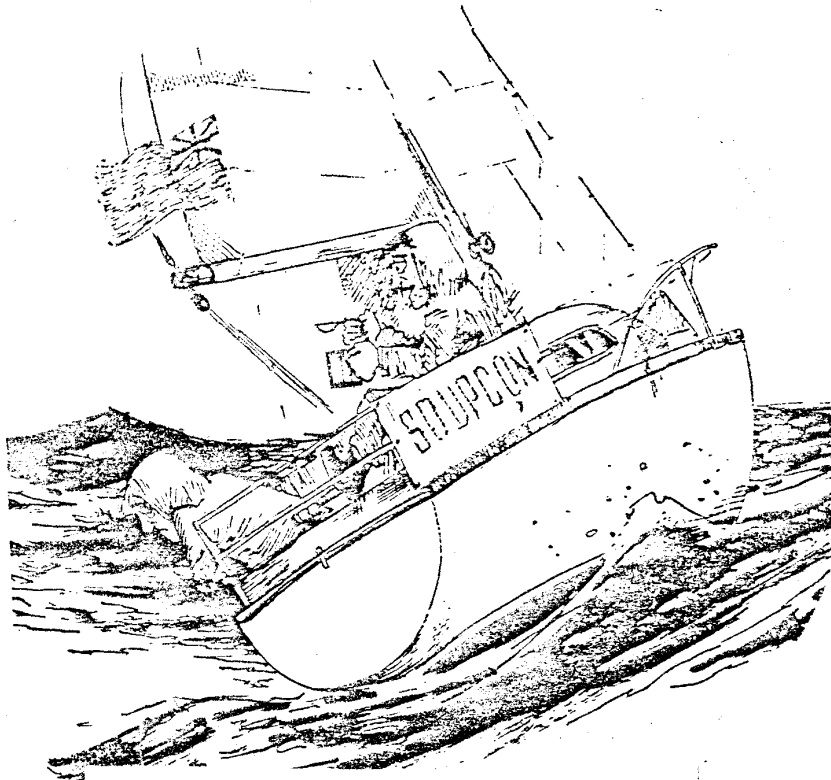
June will have seen me returning to London from Johannesburg and San Francisco but not, unfortunately, in time to comment in Enflash. I'll be doing this next month, wanting to convey my enthusiasm and optimism for all that's being done at these two extremities of the organisation.

I'm sure this month's Enflash will reflect the satisfactory way in which Encounter Overland appears to be functioning in all departments. It would be hard to single out any one activity or individual for special praise.

The months ahead will be even more important and will require extra special care.

Best wishes,

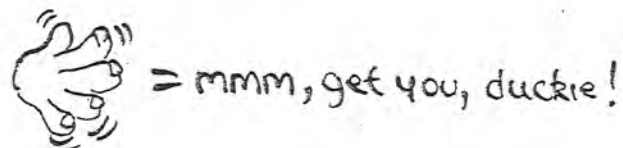
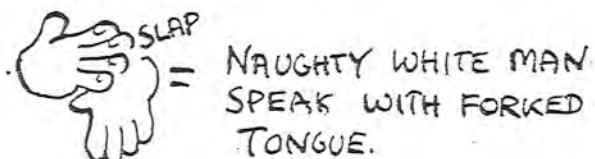
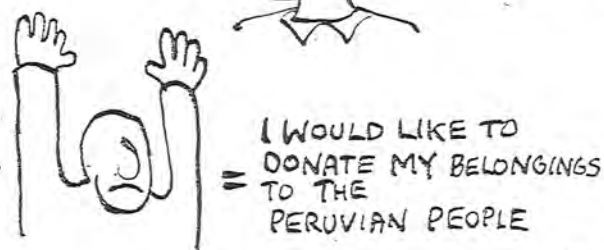
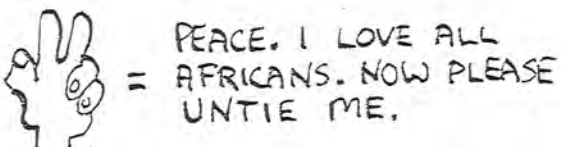
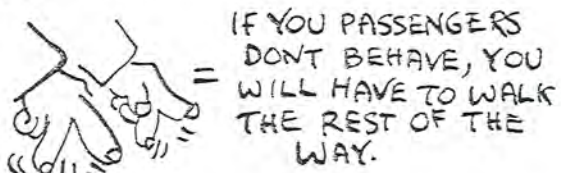
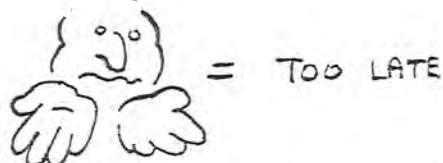
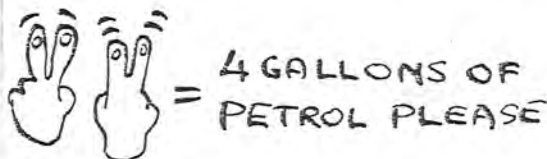
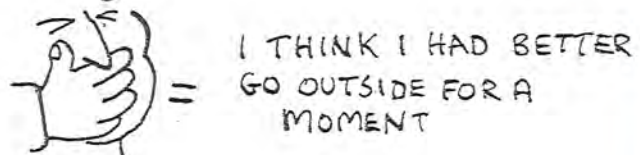
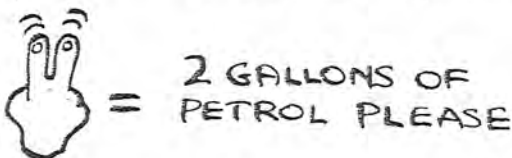
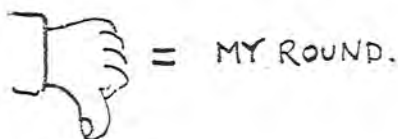
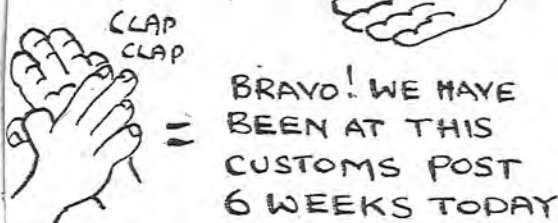
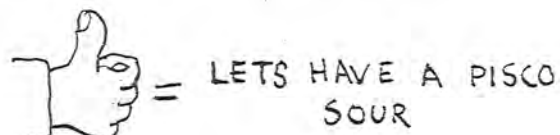
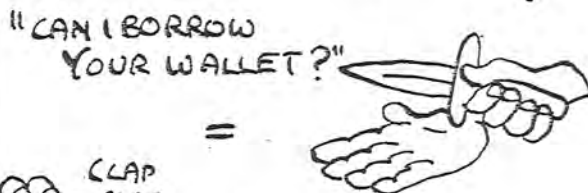
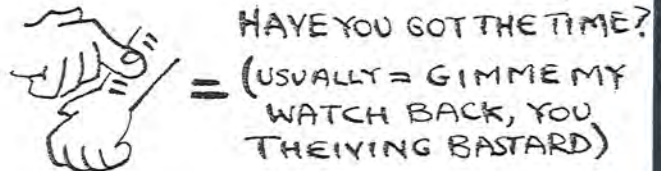
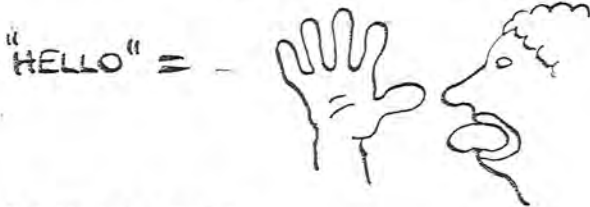
Tony.



"On the packet it said you would be surprised by the delicate and nourishing flavour."

NO MATTER HOW CLEVER YOU THINK YOU ARE (AND YOU CANT BE ALL THAT SMART IF YOU'RE STILL WORKING FOR EO.) THERE WILL BE TIMES WHEN LANGUAGE-WISE YOU WILL ENCOUNTER AN ONGOING COMMUNICATION BREAKDOWN-TYPE SITUATION WHILST DEALING WITH OUR DUSKY CHUMS. SO HERE TO HINDER YOU IN THOSE MUMBLING MOMENTS IS

"THE SIGN-LANGUAGE WORKSHOP"



AS AT 29 JUNE 1977

DRIVERS	DEPARTURE	DATE	LAST CENTRE	DATE	NEXT CENTRE	DATE	DESTINATION	DATE
WALLACE	LONDON	12 Feb	T F I P	C O M P L E T E D		5 June		
ROBINSON	LONDON	14 May	Kano	15 June	Bangul	30 June	Jo'burg	26 August
TOBLER	JO'BURG	8 Feb	T F I P	C O M P L E T E D		7 June		
BIDDLE	JO'BURG	1 Mar	Fez	24 Jun	London	3 July	London	3 July
CREAMER	JO'BURG	22 Mar	Kano	23 Jun	Tamanrasset	3 July	London	30 July
LIVESEY	JO'BURG	17 May	Nairobi	21 Jun	Bangul	18 July	London	12 Sept
NOBLE	KATHMANDU	22 Mar	T F I P	C O M P L E T E D		6 June		
ARNOLD	KATHMANDU	19 Apr	Istanbul	24 Jun	London	3 July	London	3 July
FINCH-DAVIS	KATHMANDU	3 May	Kaysert	25 Jun	Istanbul	4 July	London	18 July
CUNNINGTON HEWITT	LONDON	21 Apr	Delhi	28/6	Kathmandu	6 July	Kathmandu	6 July
STRONG	LONDON	16 Jun					Kathmandu	31 Aug
WHITTAKER	RIO	24 Feb	T F I P	C O M P L E T E D		27 June		
TOWNSING	BARRANQUILLA	9 Apr	Lima	13/6	La Paz	30 Jun	Rio	6 August

BOOKINGS TO DATE

MONTH: JUNE

JUNE		JULY		AUGUST				SEPTEMBER						OCT.			NOV.		
EXPEDITION		12	26	11	16	18	20	1	13	15	24	27	29	1	4	15	5	30	
ASIA	LDN/KAT			19		19	39		23				18	4					
	KAT/LDN	28						28											
AFRICA	LDN/JOBURG						12						21				20		
	JOBURG/LDN		20									20							
	LDN/NBI-DAR						6												
	DAR-NBI/LDN										10								
SOUTH AMERICA	RIO/BARR				18														
	BARR/RIO														16		6		

		JULY		AUG.		OCT.		NOVEMBER						DEC.			
		25		22		6	23	4	6	8	13	18	19	2	11		
SHORT HAUL	"GYPSY" CORAL ISLAND					1					1		2		2		
	EAST AFRICA	20		8											2		
	INDIA/NEPAL						1	2									
	NEPAL/DART.							1				1		1			
	SFO/PAN																
	PAN/SFO										2						

SOURCE OF BOOKINGS

EXPEDITION		EOL	EOT	EOSF	TFL	TFA	TT	SSR	CAN TREK	WESTWALK	CANABOOT					CANX	TOTAL
ASIA	LDN/KAT	6		8	4			7	1							(4)	22
	KAT/LDN			2		11		1									14
AFRICA	LDN/JOBURG	5		3	5	2		1		1	1					(4)	14
	JOBURG/LDN		7	1		3										(1)	10
	LDN/NBI-DAR					1											1
	DAR-NBI/LDN		3			2											5
SOUTH AMERICA	RIO/BARR																
	BARR/RIO	1		1				6									8

SHORT HAUL	"GYPSY" CORAL ISLAND	5		1													6
	EAST AFRICA	2	1	4													7
	INDIA/NEPAL			1													1
	NEPAL/DART.			3													3
	SFO/PAN																
	PAN/SFO																
TOTAL		19	11	24	10	18	0	15	1	1	1					(3)	91

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