

ENFLASH

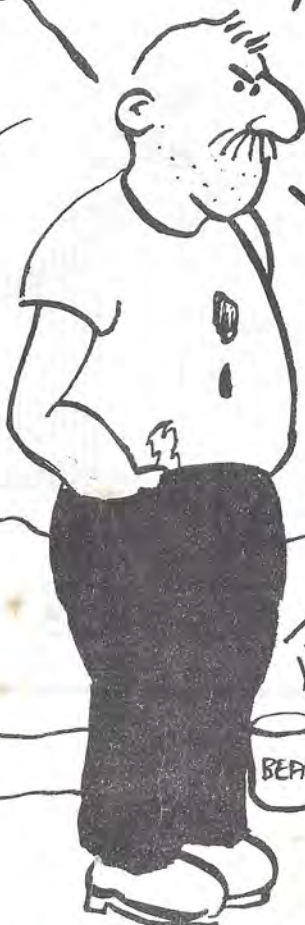
SPECIAL
SEXIST
ISSUE.

MAY 1979

LADIES FIRST!

LINDI WALL HAS FIRST TRUCK THROUGH ASIA.

I DON'T CARE IF SHE SAYS IT'S NOTHING
TO DO WITH BEING A GIRL. NEXT TIME
I GO THROUGH A BORDER, DEAL WITH
OFFICIALS — OR HAVE TO HITCH 20 MILES
TO THE NEAREST TOWN TO GET SPARES,
I'M GONNA BE WEARING MASCARA AND
A MINI-SKIRT!



Stop Press

Colin Livesay is getting married to Maria Sellas on Saturday the 7th of July...

POOR MARIA!!

Foreign Exchange

Country	Selling Rates		Transfers
	Banknotes		
Algeria	8.2380	dinar	
Australia	0.9060	dollars	
Austria	14.00	schillings	
Belgium	31.75	francs	
Congo Rep	1.1650	dollars	
Canada	219.70	CFA francs	
Denmark	5.4490	kroner	
Finland	3.9770	markkaa	
France	4.4075	francs	
Germany	1.9115	marks	
Ghana	2.8830	drachma	
Greece	39.30	drachma	
India	8.65	rupees	
Israel	18.20	new sheqels	
Italy	854.00	lire	
Japan	220.00	yen	
Kenya	9.1050	shillings	
Kuwait	0.2768	dinar	
Lebanon	3.1455	lire	
Morocco	4.3250	dirham	
Netherlands	2.0970	guilders	
Nigeria	0.9611	naira	
Norway	5.2030	kroner	
Pakistan	9.61	rupees	
Portugal	48.05	escudos	
South Africa	1.0175	rand	
Spain	65.90	pesetas	
Sweden	4.38	kronor	
Switzerland	1.73	francs	
Tunisia	0.3460	dinar	
Turkey	46.15	liras	
Zaire	8.65	zaire	
*Rep of Egypt	1.4160	pounds	
*Great Britain	2.0725	pounds	
*US dollars		per pound	

Based on June 1, 1979. Rates supplied by Foreign Commerce Bank, 82 Bellariastrasse, CH8038 Zurich. Branch office in Geneva.

The Montreal Star

ESTABLISHED 1869

FRIDAY, MARCH 2, 1979



SENT IN BY CAN-TREK

ASIA

Kathmandu-London 6 March

Leaders: Lindi Wall

Rene Muller

Arrived London 21 May

Vehicle: SVC 339H

Srinagar 26 March : Road between Jammu and Srinagar is under reconstruction after a lot of landslides; there are some bad bridges as well.

Kabul 8 April : After a most enjoyable stay on the houseboats headed on down to Amritsar where we spent the afternoon before moving on to camp by the border. After a very quick border crossing we went on to Lahore for lunch and spent two nights there. Had a rather good group meal at the Shanghai Restaurant, which settled all the bad stomachs left over from Srinagar.

From Lahore we went to Islamabad in the hope of getting Iran visas - camped just before the city at a pleasant riverside campspot far superior to the (only) Islamabad campsite which we were forced to stay in the next day as the Iranian Embassy was closed yet again. Finally got the passports in and set off for the Kaghan valley in the worst rainstorm I have ever seen in Pakistan. We spent the night at Murree, luckily finding a small lodge where we could get out of the rain and cold. The next day was just as bad and since we discovered at this point that the road to Abbottabad was impassable, by group vote we headed back to pick up the visas - and on to Peshawar. We got the visas in 24 hours but they refused to extend or renew visas which would expire before we got to Iran - i.e. those obtained in Australia - am now getting this done in Kabul.

After camping by the Indus we arrived in Peshawar early on 5th. I spent the morning organising yet another drum of diesel to stave off the fuel crises, and in the afternoon took a trip out to Darra in NWFP to see the gunmaking etc. By a stroke of luck we managed to synchronise with the weekly Khyber mail which the group took up the pass the next day - turned out to be an interesting trip. I picked them up in Landikotal and we reached the border by lunchtime - again a very quick crossing; but I was stung for 2000 Af "vehicle tax" despite having the road permit. Also now you have to obtain an exit permit in Kabul instead of on the exit border. This appears to be free if you have tourist rather than transit visas. We gave a lift to a young Japanese who was actually turned back to Kabul because he had not obtained this.

Kabul seems to be quiet, and it is now possible to go up to Bamyan with a permit which is free from the Police visa office - the same place you get the exit visas, so you can get both at the same time. Takes a day.

I plan to leave for Bamyan on 10th after two days here and then straight on down to Quetta. Should cross into Iran on the 16th/17th at Zahedan.

Re general political climate : Pakistan - There were no serious repercussions from Bhutto's hanging, but there were outbursts of violence in the bazaar areas, which were severely squashed by the army/police while we were there.

Afghanistan - Again heavy military presence - army check points along the road where they check all baggage, trailer etc. Islam Qala is supposed to be open now, and the turbulence under control, but the Iranian Embassy told me it was still closed. The police here say it is open and I have seen eastbound T.R. trucks come through.

Cable from Rene in Esfahan 21 April : All is well have had no problems here.

Esfahan 21 April : From Kabul we drive up to Bamyan having broken the system for obtaining permits. These are now free and available in a day on production of passports at the Police visa office. The road to Bamyan cost us two punctures but everyone enjoyed the trip and the group meal at the Bakery which was pretty good value. Unfortunately the road to Band-i-Amir was still blocked by snow. Sadly the imminent expiry of several Iranian visas meant we had to forgo travelling on to Mazar for the Buzkaschi game, so we headed on back to Kabul and then down to Quetta via Shin Baldac, the Herat border apparently still being closed. The border here was very slow but friendly and not at all interested in checking luggage etc., and we reached Quetta second day out from Kabul. We stayed a day in what I found to be a very interesting and hospitable town, camping at the Lourdes Hotel (Hot showers, helpful manager - cost 10/- per head per night). We spent the day working on the truck, cleaning up and stocking up with food for the desert. There is an excellent bazaar near the hotel with everything from food to truck parts.

A day out from Quetta on tarmac (rough) road we reached Dalbandin Oasis where we got water and free camping at the Dak Bungalow there. From here the rough tarmac continues to Nokkundi and then ends and the last 80 miles to the border were literally spring breaking. A fierce sand storm made this part of the journey really unpleasant, but the border crossing at Taftan went smoothly and we spent our first night in Iran fighting a losing battle against wind and sand.

The last three days have been a long haul across the desert but after Zahedan the new road is superb, and the weather has improved. Everyone here in Iran seems very friendly and as willing to help as ever and we have encountered no hostility at all so far. Diesel is plentiful but food is expensive and of poor quality.

Goreme 29 April : Left Esfahan after spending a day there at the Esfahan Inn (the Youth hostel is still closed). Had no problems in the city. All was quiet, but on the way in we were stopped by a crowd of youths in a tatty old car, carrying rifles. They demanded to see our passports and baggage. I refused on the grounds that I couldn't believe they were police - one looked about 16 - and persuaded them to accompany us to the hotel. There (it seemed they really were the "revolutionary police force") we showed our passports and off they went.

After Esfahan we headed the most direct route for Bazargan. The Sero border is definitely closed and Kurdistan is very bad still - Treasure Treks were shot at near Sanandaj.

The second day out, the water pump pulley shot off and the fan went through the radiator, which delayed us while Rene and one of the group shot off to Tehran to get a new one as it was irreparable. In fact they got a new core put in and by the evening of the next day we were on the move again, reaching the border by first light, and quite thankfully left Iran.

After Bazargan the road becomes really rough and it is better to turn right at Dogubayazit, taking the alternative route to Hovastan. It is good tar road and you get excellent views of Mount Ararat. TIR trucks are not allowed this way so it's pretty quiet. From Bazargan it was three days driving through superb mountain scenery in really excellent sunny weather, rough camping by rivers. However, we got some exercise changing a trailer spring (for the third time) and two flat tyres.

Arrived in Goreme in the evening and everyone has thoroughly enjoyed the rest and the beautiful sunshine after the hard driving across Iran.

We received report number 6 from Istanbul...it was a bit hard to understand because it was written in Swiss-English, so I will attempt to translate it into American-English.

The group stayed at the Pinar Campground and found the management very helpful. The cheap beer and the disco in the house made for an easy life. They enjoyed the beach at Fethiye and also met Jerry with his new super-duper 466 engine. Judging from the rest of Rene's report the group enjoyed Fethiye (but then who doesn't) and he signed off with the following message (what ever it means) - "Still by good, warm weather we take the last bit to England..."

The following letter was sent to Ian from Rene regarding Rene's depression about SVC...

Dear Ian,

I promised you another blurb. It is late maybe, but here it is.

It seems that we are really lucky with our group, except for Uli Noje who has left us. That was a sad moment. Still, everybody is very enthusiastic. After the long and sometimes frustrating days in Iran, we are enjoying swimming in the sea.

When I write about very enthusiastic, I mean more or less; more and more about the drive, less and less about the truck. Even I'm in a bit of a difficult relationship with Betsy (name of the truck at first now "squashed lemon"). Just one thing for sure on this bloody truck - she must have the soul of a female because all her actions, non actions and reactions are those of a woman. For example: at the start everything was OK she was just a bit slow. I called her "Betsy" and I tried to drive her like a girl, with a lot of feeling. Her answer was leaking from the exhaust, injector pipes and brake system. She lost power as well. So I changed my mind. I drive her like she is an old, sensitive lady, again with a lot of feeling and diplomacy. Also, I call "Lemon" now. Her answer was strange again. Sometimes on brand new roads she goes like a young horse, even up hill. A half hour later downhill on a bad road, not even 30 MPH. Also, she sent the fan through the radiator, leaked diesel into the engine oil and has become slower than before.

I had to change my mind again. I want to drive her with more feeling, a red-head, my nose on the windscreen and a lot of swearing, exactly like an old frustrated virgin. The result of all my good will was a funny noise from all over the truck, unable to locate the funny smells and of course, slower than ever before. So I call her now "Squashed Lemon". I'm just looking forward to our divorce after the 21st of May or whenever we arrive in England.

If I'm objective, she is like a few girls - a beautiful body and nothing behind. In fact, she needs just a few modifications and she would be the most magnificent truck on the way through Asia. There would be, for instance a drop of the useless second rear axle, put a front wheel drive in, instead put a 500 engine in and change the gearbox from a five speed to an eight speed. Well, I suppose, that will be a dream for ever, a pity. See you soon, Cheers...Rene

Is this Swiss humour???

Kathmandu-London 27 March

Leader : Laurence Jones

EDA Istanbul 31 May

Vehicle: AOR 621J

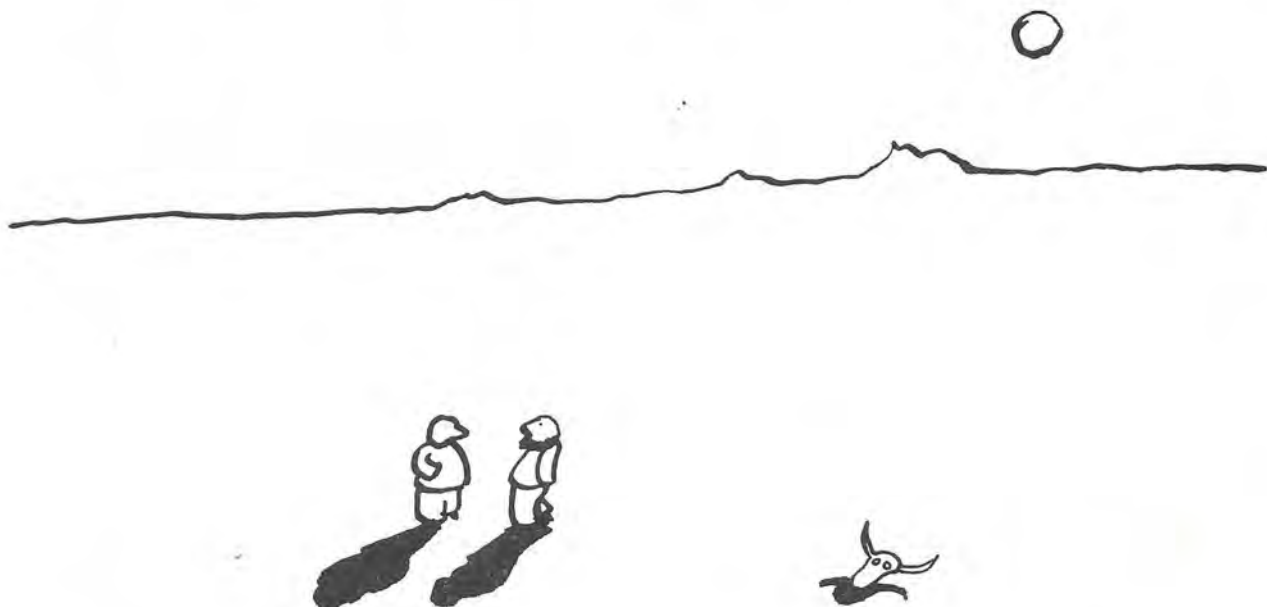
Srinagar 14 April : We are being looked after well on the houseboats, both food and service is of the standard expected.

Quetta 29 April : First night from Srinagar we camped in a creek south of Jammu. at 2 am we were awoken by 20 tanks passing only 200 meters away.

Then Amritsar, Lahore where we had a very good meal at Zonobis. Stayed in Islamabad for 4 nights and obtained Afghan and Iranian visas-taking 24 hours. The Iranian visa guy was quite helpful.

Esfahan 9 May : From Quetta - 2 nights to the border, crossed border early morning. Spent the night at camp near a British roadworks camp, swimming pool excellent food, and bar. Then 3 nights to Esfahan, visiting the citadel at Bam, well worth the visit. Straight through Shiraz and a stop at Persepolis.

In Esfahan we stayed at the Esfahan Inn, the Youth Hostel still closed. The locals have been friendly and helpful. We've had 2nd hand news that there are numerous checks between Tehran and Bazargan, but we will proceed as instructed, presumably to miss Kurdistan. The weather from Quetta has not been what I was expecting, temperatures 250 to 300, but in Esfahan it is cold and raining.



SOMETIMES ITS HARD TO BELIEVE THAT THIS IS A
POLITICALLY SENSITIVE AREA. 5.

Kathmandu-London 10 April

Leader : Jim MacDonald

EDA Esfahan 23 May

Vehicle: GLP 203J

Cable from Jim in Peshawar on the 16th of May...

"Afghanistan tricky...returned Peshawar advised extreme caution...there was addressed arrested Kabul...letter in diplomatic bag"...

Letter follows:

We left for Mazar Sharif on 10/5 and got as far as Haibek where we spent the night under military protection in a hotel. The road to Mazar is pretty well guarded by the Govt. troops and we had to pass through several check posts manned by these gun toting gentlemen. When we got to Haibek I asked the local constabulary where it was safe to sleep and they directed me to a hotel which - like the road checks - was manned by Govt troops. However, we were given rooms and slept on camp beds as it was only 20 Afs. per head as opposed to 50 Afs. if we slept in the real beds.

After a good drive and another puncture we finally stopped at a Chai house in Dashi. The group loved this place and thought it was one of the best places we'd stopped to date. It was here that I discovered the reason why people are being dissuaded from going to Bamyan. Apparently this is where the fighting is now going on - Herat is now quiet.

Once in Kabul I took the group to the Poste Restante where I was told that I had some mail which was being sorted out and would take some time - could I come back at 4 pm? This I did and was led into an office where I was questioned for about 15 minutes.

I had a cook with me as I intended going shopping straight afterwards so I had to get her out as soon as possible. I was then asked to accompany a gentleman outside - I saw this as my chance and told the cook to walk out quickly and go straight to the British Embassy. She got out before anyone knew she'd gone.

I was driven to the "Interior Ministry" and charged with having subversive literature in my possession. I hadn't even seen what I'd supposedly had!! The literature was, of course, ENFLASH!! which had news paper cuttings about Afghanistan. Can I just beg you now - do not send anything containing news like this to drivers - especially not to be collected in the capital of the countries mentioned - and more especially - don't put PRINTED MATTER on the outside, then leave the thing open.

However, I was put in a room and the first guy I saw had a semi automatic pistol in his hand and wagged it at me as he asked what I was doing in Afghanistan - pretty bowel moving stuff. I told him I was a tour leader and was accompanied by eighteen people, to which he got very annoyed - obviously because he couldn't trust me over or blow my brains out - and stormed out in a rage.

Then came the soft treatment - tea - kind man - knew exactly what I was feeling - he felt very sorry - he'd been to England. We went to his office where I had to write several statements regarding ENFLASH - who printed it - why - where was it published - and did I believe the articles I'd read? I hadn't seen the bloody thing yet!!!

I was given a potato stew later and we both had a good feed and discussed England, girls and religion. Several people had come and gone in the office with agitated looks on their faces. I couldn't tell what was happening, but I got words like Angly - Embassy - telephone - group leader - so reckoned that Jane got to where I told her to go and that they were already into action.

I was finally freed at 9.15 none the worse for being there and re-joined the group who were pretty glad to see me alive.

*At least Enflash has caused some sort of reaction somewhere in the world!
However Jim, I am sorry it has caused you problems and I will in future be
very careful what I send and where. I hope your trip continues to be as good
as it has been. bk*

Kathmandu-London 1 May

Leaders: Allan Townsing
John Cadney

EDA Islamabad 31 May

Vehicle: WBH 645S

Delhi 8 May : Basically followed usual route Pokhara, Bhairawa, Gorakhpur, where a few detours seemed to occur, then down to Varanasi where we stayed for a couple of nights at the Dak Bungalow, with the usual boat trip - snake charmer and pedicurist. Next Khajuraho with a few swim stops en route. We had a group lunch in Khajuraho at the Raj Motel, which was good - convenient and cheap - only problem no banana fritters much to Dave's annoyance (he had been telling me about them for weeks).

We camped fairly early that night about 60-70 k's before Gwalior in a fairly rocky area surrounded by various forts, Raja Palace's. We needed water and so set off with 5 of the guys in search whilst the rest of the group set up camp, five minutes down the road we pulled into the driveway of a Maharaja's Palace and asked 'any warta mate', a few minutes later after much head banging by local's, a well dressed Indian walked up and turned on a large electric pump which filled us up in a couple of minutes. Next came escorted tour of the Palace which consisted mainly of stuffed tigers and private lake in which we were invited to swim - accompanied by our host who proceeded to distend his stomach and float high in the water. This little show was followed by tea and bickies and an invite to return and camp anytime. Only problem on leaving, we discovered we had been locked in the grounds. We were eventually let out by an elderly gent who took half an hour to walk 100 yards to the gate. Anyway, a nice place to stay in the future for free. Next day Fatehpur Sikri and the Taj by moonlight.

Arrived Delhi campsite 7/5. P.S. Will try and improve on my writing abilities next report....John

John, your "writing abilities" are very good, but you could do with an Oxford Dictionary...

Kathmandu-London 15 May

Leader : Geoff Cordwell

EDA Srinagar 30 May

Vehicle: WBH 647S

We haven't as of yet had a report from Geoff...good luck Geoff.

London-Kathmandu 19 April

Leader : Jerry Creamer

EDA Islamabad 9 June

Vehicle: ILK 183K

Istanbul 29 April : Used campsites all through Europe, arrived in Zurich Saturday night. Stayed in the camp next to the lake. Went through Italy to avoid a cold damp Austria. 3 nights in Yugo.

Camped one night in Kavala, with Top Deck, Sundowners and Contikø. Crossed into Turkey no problems.

No trouble getting diesel, as a tourist you can jump the Q. The exchange rate is now 78 - £1 as opposed to 50 - £1 3 weeks ago. Reason is they have to pay £30,000,000 fuel bill, and they need hard cash. Q jumping also goes for gas, but the rate goes down in 3 weeks time so it might be worth cashing in.

Tuesday May 1st the town is under Martial Law. The town is alive with military, so we are confined to camp...we should find something to do (HA HA!)

Kaiseri 14 May : Picked up fuel in Istanbul. Did the usual sights in Gallipoli - Troy - Ephesus and 3 nights in Fethiye. Met Lindi and Rene. Had a group meal out in Fethiye and the next day bought a 60 kg white ray off the local fishermen for \$10 so we had another beach barbecue. Picked up 150 L of diesel with the help of Bob from the camp. A point worth following up is that Bob can get fuel in advance for us if he is informed when we are coming. We followed the coast all the way to Mersin - no sight seeing. Gave the EM's 4 hours at Ephesus (as suggested by hand book and others). Half of them came back pissed as crickets - thought it was all a load of rubbish.

We spent 2 nights in Urgup at Hotel Pinar 25L per head with hot showers with room and free beer for driver.

Picked up 200 L of diesel in Antalya. I just asked a traffic cop where I could find some and he took me to an office where I got a permit and then to the garage. Don't think the permit was essential but it saved hassles. Otherwise everything has fallen into place quite well and not too many problems.

London-Kathmandu 17 May

Leaders: Martin Crabb
Peter Leeners

EDA Kaiseri 8 June

Vehicle: GNM 152F

Istanbul 27 May : Easy run through Europe. As we had to pick up the Swiss in Zurich we went south via Italy to Yugoslavia. Had ½ day in Venice which was appreciated by all. We camped one night on the beach at Kavala - this is now very expensive (\$66 for group of 26) and for this reason is not recommended.

Free camping is banned in Yugoslavia (although we found 2 good places off the road). In Greece it is also banned and there are large signs on the border stating this.

Well, Crabb is finally on the road (and needless to say 'out of the office'... have a good one, Crabblets...bk

AFRICA

London-Johannesburg 3 February

Leaders: Alan Dougall

Ivan Hurst

EDA Johannesburg 5 June

Vehicle: WBH 646S

Nairobi 27 April : Left Bangui evening of 4th April, after Sibut Road fair to Bangassou (police check slow, beer warm, fuel non-existent). Road narrows and villagers become friendlier but little else of note to Obo. Plenty of camp spots all along. Road rough near Zemio (marked on Michelin) and very rough and narrow Obo to Yubu (Sudan border). Formalities done at Obo, both Bordersvillages, and Tambura. President of Southern Sudan (?) visited Yubu same time as us, unfortunately his arrival was considered the more important of the two, causing us to be delayed for a day during which we had to suffer the company of JFD. (Having met Rein the day before). The good news was that since the President was visiting towns and villages all the way to Juba, local authorities were too preoccupied putting up flags, polishing bicycles, etc. to bother with passport checks for us. We sailed through every one. Arrived Juba Easter Monday, picked up some diesel (it's like gold dust there) and spent the rest of the day eating our sack of pineapples we'd got for pulling a truck out of a creek the day before. Immigration done in a mere 6 hours and off from plague ridden Juba on Tuesday.

Some pretty rough stuff through to Kenya (broke two trailer springs) but local naked tribesmen diverted most peoples attention from topography to anatomy. Customs check in at Lokichoggio, fuel at Lodwar then a gentle cruise down to Nairobi via Kitale, Thomson's Falls and Mt. Kenya. 3 weeks Bangui - Nairobi. Usual pleasant break here, a few staying at Mts. Roche's campsite, the rest spread around cheap hotels in river road. Off to Masai Mara/Serengeti today 28th.

Lusaka 21 May : Nairobi - Masai Mara, park surprisingly good. Camped with some Masai at the edge of the reserve and were treated to demonstrations of how to kill non-existent lions with only a spear, light fires successfully with two sticks and a handful of cow dung (no bullsh*t) and the piece de resistance the following morning - blood letting from a cow, collected in a local gourd and drunk dutifully by several adventurous EM's in the traditional ethnic manner - mixed with sugar and powdered milk (Dutch) in an enamel cup (progress?). Max & Duke at the Tanzanian Serengeti border started off with a thorough examination of a couple of passports but rapidly diverted their attention to the new "Levis" we had brought them from Nairobi, finally wielding their rubber stamps with unheard of enthusiasm on learning that the jeans were a no-strings-attached free-gift from Uncle Tony. Serengeti, Ngorongoro and Manyara all enjoyed (Lake Manyara Hotel manager will allow camping at fuel station "provided the privilege isn't abused" - no stealing hotel loo-paper, etc.). All nine climbers reached Gillman's Pt. followed by excellent group meal back at Kibo hotel. (Godfrey compromised with extra platters rather than serve it up in troughs as was being rumoured). Two pleasant nights at Bagamoyo, similarly at Oyster Bay. Dar to Lusaka even less exciting than usual, the only things we had to cope with were wheel-wobble and Zambian health officials. Last south-bound it was some disease or other from Zaire, this time we were refused entry on the grounds that a W.H.O. bulletin dated two months previously reported "plague" in Kenya. The story is remarkably long and boring but it took from mid-afternoon to 10 am the next morning to get through - probably because we neglected to follow the "where there's a pair of jeans there's a way" Maxim. Heavy security checks entering Lusaka (one hour search) and Keeping

a low profile here after hearing some of the horror stories. The "hell-run" now seems to have changed to Kabwe - Kazangula. Should be braving the bullets on the 24th. Alan....(Tony Hickey's place excellent by the way).

Alan gets this month's award for the most interesting en route report along with the award for the best story, which follows. These awards Alan, have yet to be decided, any suggestions? bk

NEWS FROM THE "WARM STOOL"

Dear All,

Rather than accept the punitive measures instituted by "Altours" at Djanet it was felt that a more mutually beneficial working arrangement could be thrashed out. From our point of view "co-operation" would be the keynote for success in overcoming an on-going problematic situation which stemmed principally from professional jealousy.

Using our world renowned reputation for ever-rising standards of operational expertise in the field of overland as a base, hitherto recluse brother Mustafa Wachid Jones was able to use his intimate knowledge of the chemistry of such situations to conclude an imaginative and potentially far-reaching agreement with "Altours".

In simplistic terms, EO has contracted to set up a trading subsidiary in Algeria backed by the marketing know-how of Altours. The financial intricacies are of necessity confidential for the time being. Whilst all arrangements are at present tentative, the idea of a second workshop and modest office in Tamanrasset will be of interest to staff members in both Hitchin and London alike. Although not in any way pursuing a head-in-the-sand policy with regard to the closure of Iran, Afghanistan and Zaire, EO has nevertheless sent a small on the spot team of eighteen to look into possible spin-offs in connecting spheres of activity such as "downhill sandmatting" and "rock-painting by numbers".

As a hors-d'oeuvre so to speak, here is an extract from the proposed pre-departure info being finalised by Martin Crabb (who has now traded-in his Spanish course on very favourable terms for "conversational north African languages" - Habib School of Learning, Earls Court Road, London SW5).

As always, take every possible care,

Cheers



AND NOW... FROM THE PAGES OF *THE WIT* (TOUREGS OWN HOUSE MAG) WE PRESENT THE LATEST IN NORTH AFRICAN HUMOUR. (NB. YOU HAVE TO START BOTTOM RIGHT AND WORK UPWARDS, TO REALLY APPRECIATE THIS)....



PRETTY HOT STUFF, WHAT? IF ANYONE HAS GOT THE TRANSLATION OF THIS QUIP - DO WRITE TO BARBARA. (IF ITS FUNNY PERHAPS THIS CARTOONIST COULD BE USED FOR ENFLASH)

TOUREG OVERLAND
271 Old Hovel Road
Tamanrasset, Algeria

Dear Mohammed

Thank you for signing up with Toureg Overland (T.O.) on our Tamanrasset to London trip. TO is perhaps the oldest and most experienced of the overland companies.... and in fact pioneered the route to London. However, no one crosses Europe easily and to make your trip more enjoyable, we have enclosed a few simple hints.

FOOD: Our TO vehicles will carry a complete compliment of canned entrails and pitchards. Should you wish to have an occasional meal 'on the town', remember that foreign and exotic foods such as steak, chicken or veal, can cause the occasional upset stomach.

VACCINATIONS: Europe is not Africa, and special health precautions will have to be taken. Therefore, it is highly recommended that you contract Malaria, ~~Small~~ Smallpox, Diphtheria and Yellow Fever before leaving, as these are unavailable in Europe.

VISAS: Visas are no problem in Europe. Your getting a passport may be another thing.

PAYMENT: TO expects full payment not less than 30 days prior to departure. Goats and Camels only, please.

CURRENCY: Most European countries will not accept cowrie shells or shiny beads.

MOSQUITO NETS: TO strongly recommends that you bring your own mosquito nets, as there are almost no mosquitos in Europe. Be sure the mesh is fine enough not to let your mosquitos out.

Souvenirs: Most TO travellers like to collect souvenirs. Our TO vehicle has a special trailer, (which the other overland companies don't have), to carry such popular items as 'The Cross of Rome', native weapons from Switzerland, Carpets and material from Ghent, and for those who wish to 'go native', tailors on Regent Street can make up a real "three-piece-suit".

THE TRIP IN BRIEF Since most TO Travellers are fairly familiar with the desert, we will try to cross the Sahara as quickly as possible. By the end of the seventh week we expect to be at the ferry in Tunis. (A ferry is a large boat that crosses the sea. The sea is a large body of water. Water is ...well, why don't you wait until you see it).

Sicily: Still very African in many ways.

ITALY : Now we are really entering Europe! You will probably find the natives very friendly, although somewhat bothersome in the way they will clamor about the truck and try to sell local handicrafts...like "Fiats". Rome - our first mail stop since Tam, also the religious center of 750 million Roman Catholics, the site of the ruins of one of the worlds greatest empires, the treasure house of the culture of two thousand years of western civilization. We will spend $\frac{1}{2}$ hour here.

CROSSING THE ALPS: Day times will be pleasant and evenings (particularly atop Mt. Blanc) may be cool. An anorak is recommended here.

SWITZERLAND: The Rwanda of Europe.

FRANCE: A welcome relief after our months in the south, the French even speak French ...though little or no Arabic. It is here that you will be able to have some 'authentic European food', and our TO Meal-out ...if we can find a restaurant that serves camel.

PARIS: The city of lights. The spot that has inspired the greatest minds of western civilization...the home of the western handicrafts like painting, music, theater, sculpture. Clever shoppers can pick up a Matisse or a Picasso. $\frac{1}{2}$ hour.

ENGLAND: London is about the only authentic Arabic city on the continent, and a fitting place to end our journey.

London-Johannesburg 12 May

Leader : Tim Brett

EDA Tamanrasset 6 June

Vehicle: GLW 919J

Tunis 26 May : The journey through France was uneventful, although a little cool. On through Mont Blanc Tunnel. Florence was awful and expensive. Next day Pompeii to see ruins - very good but chock 'A' block full of tourists!! - the majority being Krauts and Japs.

Messina to Palermo was a straight run and Palermo to Trapani included Segesta Greek ruins, not Roman as stated in the handbook, and a look at the most beautiful and spectacular village at Ekrice.

Tim has had his share of problems on the first part of his trip - quote: " I couldn't believe it" followed closely by "I have had enough of Italian driving for quite a while ". Anyway Tim, I hope there aren't any Italians in Africa... good luck...bkx

Johannesburg-London 31 January

Leaders: Rein Kamar
Peter Stevens

EDA Tamanrasset 1 June

Vehicle: BVS 967T

Bangui 21 April : After an all night bus marathon from Dar I was finally reunited with Pete and the group in Moshi on 24/3. They had thoroughly enjoyed Kilimanjaro and the game parks and were now eager to continue after having spent 10 days at Mwanza.

Left Tanzania via Namanga the following day. Permit not necessary if you don't intend to return to Tanzania. Reached Nairobi that night and camped at Kimbla. Northern Tanzania and Kenya proved to be full of various overland trucks and groups with nowhere to go and no ideas or initiative in getting themselves out of the fix caused by the closure of Zaire. Also encountered one or two private concerns who had been actually escorted out of Kivu province. Chaos seems to reign supreme in Africa at the moment.

Anyway, the Sudanese Embassy in Nairobi was expecting us and we had absolutely no problems in obtaining our visas. They were almost falling over themselves in an effort to help us. JFD arrived Serengeti and received the same treatment.

It took another day or so to obtain CAE visas, restock the truck and chase up a couple of 44's of diesel. Left Nairobi on the 30/3 and drove to Kitale. That proved to be the last town of any value (food, fuel, water) on the entire route to Bangui. It was also there that the dirt roads started.

There is much road improvement being done in N. Kenya and the roads proved to be quite good to Lokichogio via Kapenguria, Lokichar and Lodwar.

Route from Lokichogio to Kapoeta (not Kappeta as per map) in Sudan is atrocious. Would be a nightmare if wet. From Kapoeta to Juba the road slowly improves. The stretch (from Lodwar to Juba) is of immense interest. The countryside is lonely, desolate and quite wild-inhabited by equally wild looking (but very friendly) natives living a primitive stone-age existence. Very basic. In my mind one of the highlights of Africa. The group agrees. Arrived Juba 6/4.

Juba in contrast is one of the world's greatest holes. By popular request we only spent half a day there...just long enough to wade through the bureaucratic bullshit and end up with 3 new stamps in each passport from the department of Silly Affairs.

Roads from Juba to the CAE border (Bambouti) varied from good to fantastic - but good water is scarce. All are in agreement that N. Kenya - S. Sudan is a great trip. The drawbacks?...the ever present police and their infernal checks at every major village and town.

Crossed into CAE on 11/4 and immediately the state of the road (track) deteriorated. Very slow going and one or two dangerous big bridges to Obo. Met Alan and Ivan there and spent a couple of pleasant hours together.

Obo to Bangassou...progress improved but roads variable in quality. No real problems...except fuel was getting low.

Yaounde 9 May : The customs post (CAE) just before the Cameroon border is (permanently) "ferme". Customs at Baboua sent us there for our carnet exit stamp but no hope of getting one. The place is deserted except for an elderly gateman. With only 20 L of fuel left in the tank it was not possible to return to Baboua...so our Carnet is not stamped.

Once in Cameroon (the land of milk and honey) it was obvious we were going to hit Yaounde late on Friday and thus a useless weekend. So we took it easy and stopped off at the Chutes de Nachtigal for a wash. Pulled into Yaounde on Sunday a'noon 6/5.

A good - quiet - safe place to camp is on Mont Febe to the north of town. Head up the road towards the area with all the Embassies but instead of turning right down the small road to the Algerian Embassy continue up the main drag. Keep right at the Y-junction. Steep climb up to the Mont Febe Hotel. Continue up the hill for 100 yards and turn right to the monastery. "Camping Interdit" but everyone camps at the carpark overlooking Yaounde. 4 taps below the right hand end of the lookout. Campers quite welcome here providing you're reasonably quiet...esp. while Mass is on in the Monastery. Keep out of the hot! though... 350 CFA for a small beer!

Johannesbury-London 22 February

Leader : John Finch-Davies

EDA Tamanrasset 3 June

Vehicle: NRB 956J

Yaounde 10 May : Route from Bangui westwards nearly as bad as the approach from the east - 3 days hard driving to the border. Good points seemed to be that many officials have abandoned their posts. Passports only checked once instead of every village. All barriers left open and apparently abandoned all along the route. Immigration stamped us out at Baboua in 5 minutes flat, not the slightest bit interested that our visas had run out 3 days earlier. (Did not renew in Bangui as it would have been another delay and 2,000 CFA each). Immigration chaps said they had not been paid for 7 months and were going back to their villages in June if no pay arrived. "We cannot eat forms". Baboua, which I remember from 1974 as a good town with a huge market is now a ghost town and the market is deserted, ferme!

Riots in Bangassou while we were in Bangui, with most official buildings burnt down. ECA appears to be a wreck of a country, possibly in a worse state than Zaire.

Cameroon is a welcome change with plenty of fuel and cheaper food.

Johannesburg-London 28 February

Leader : Ian Johnstone

EDA Kano 4 June

Vehicle: AOR 622J

Ian arrived in Nairobi on Good Friday and after spending a few days there, was off to Sudan going much the same route as Rein and JFD. His group also was very fascinated by the naked tribesmen in Southern Sudan.

Johannesburg-London 4 May

Leader : Bob Johnston

EDA Lusaka 4 June

Vehicle: GLP 200J

Bob has been in Francistown awaiting the repairs of the Kazangula ferry which was sunk early last month. The ferry was repaired but there have been political threats to sink it again, so Bob's group has flown to Lusaka where Alan Dougall is waiting and will be utilising his vehicle for the northbound, meanwhile Ivan Hurst will continue to Jo'burg with Bob's truck.

Nasty little tyrannies

FRANCE'S decision to cut off, so far, only military aid to the Central African Empire is a disappointing response to 'Emperor' Bokassa's vicious action in encouraging the massacre of possibly 100 schoolchildren. His last massacre was against scores of prisoners in his capital, Bangui.

Since Bokassa's country is wholly dependent on French aid, it is within President Giscard d'Estaing's power to end Bokassa's tyranny in a matter of months, if not weeks. By failing to use this power he cannot escape responsibility for keeping in being one of the world's nastier little regimes.

The only possible reason for France not acting to topple Bokassa is the argument that there is something objectionable about a strong nation using its power to make or unmake weak Governments. But this argument is hard to sustain, on either moral or political grounds, in situations where the dictatorial methods of a pathological ruler make it virtually impossible for his local opposition to rid themselves of their tyrant.

It is time, too, that the European Economic Community and the Organisation of African Unity re-examined their roles in helping to sustain the odious regime of President Macias in Equatorial Guinea.

It is, of course, much harder to deal with the more powerfully entrenched tyrannies—as in South Africa, Paraguay or Eastern Europe. However, it is not very credible to argue that because it may not be possible to deal effectively with the greater evils therefore nothing should be done to deal with the smaller ones.

Tyranny should be fought everywhere: the only difference is that different tactics need to be used in opposing and trying to change or weaken the more powerfully entrenched regimes. There is also, of course, an overriding concern to ensure that the methods employed in fighting evil regimes should be compatible with a code of international conduct that does license the use of terrorist violence or armed intervention to bring about these changes.

SOUTH AMERICA

Barranquilla-Rio 7 April

Leader : Bryan Wallace

EDA La Paz 4 June

Vehicle: BVS 968T

Quito 1 May : We arrived in Bogota to find that everything was closed for Easter . Two people wanted to stay behind to join in the Easter celebrations which suited the rest of us as they could collect our mail before they flew to Quito. After visiting the Salt Cathedral at Zipaquilla we headed south for San Augustin. Then on to Mishualli. All the group went on the jungle walk. Those that took the shorter one found it tough, some complaining it was too tough and I should not have let them do it. Those that did the longer walk were well pleased with their achievement. From Mishualli to Quito via Lago Quillatoa, a beautiful emerald lake, 14,000 feet up the mountain.

Lima 15 May : Nine of us made an unsuccessful attempt on Cotopaxi being turned back by the bad weather. From there to Riobamba for the Sunday market to find it closed for a road rally around the town.

Fred left Bryan's group to join Dick Wheaton after Kevin Heeley flew back to London with hepatitis. Kevin is now feeling better and Bill has him back up at Wren Park...lucky Kevin.

Barranquilla-Rio 12 May

Leaders: John Scully
Mike Robinson

EDA Lima 16 June

Vehicle: WBH 648S

Good luck fellas!!!



SO MUCH FOR THE THEORY THAT EO WAS THE FIRST
EXPEDITION COMPANY TO OPEN UP THIS PART OF
THE JUNGLE

Rio-Barranquilla 10 December

Leaders: Derek Biddle
John Scully

Arrived Barranquilla 31 March

Vehicle: WBH 648S

Barranquilla 31 March : Left Quito and headed south to Cotopaxi-camping at base. The next morning we drove to 5000 meters. Very clear day. Group walked to above snow line. Returned to Quito for a couple of hours before moving north to camp short of Otavalo. Market very good on Saturday. Crossed into Colombia Sunday morning (no problems). Went to San Augustin for a couple of nights - group taking to the hills on horses for a day. Two days to Bogota and further north for the salt Cathedral. 4 days to Cartagena for final town account stop of two nights before moving the truck to Barranquilla.

Rio-Barranquilla 10 March

Leaders: Dick Wheaton
Fred Tobler

EDA Lima 27 May

Vehicle: RHS 301M

Ushuaia 7 April : Had a nice sunny run from Asuncion to Bahia Blanca with the group excited to be on the move finally in the truck after the bus ride to Iguassu. South of Bahia Blanca though the "Roaring Forties" began to earn their name by producing continuous blasts that cut our speed to 20 mph and made erecting tents more exciting than hang-gliding! Spent an afternoon at Punta Delgada on the Valdes Peninsula where friendly naval personnel allowed access to the sea lions, elephant seals and penguins on the beach. They also allowed us to camp in the shelter of trees at the lighthouse, a god-send considering the lack of other shelter and the howling wind. At Camarones EM's were introduced to the joys of sandmatting and pushing the truck as rain made the 30 k's to the penguin colony very slick indeed. We were well rewarded with a large display of the beasties, though. Seems they are smart enough to shelter in their burrows in bad weather whereas we had to push on. After a long days drive we missed the last ferry - but the wind moderated and we spent a pleasant night camped on the Straits of Magellan. The final hundred k's to Ushuaia were really spectacular with the trees bright in full colour and glacier covered peaks all about.

La Paz 7 May : Had a pleasant stay in Santiago with all gorging themselves on seafood and pastries. I was awoken from my hotel bed at 3 am by frantic cries of "They're in the police station!" Help them! ". Seems three of the Australian contingent (oops! sorry, two are Tasmanians) had decided to visit certain night attractions where they felt their passports would be in jeopardy. So they left them in the hotel and were of course picked up by the police during their drunken stagger home for being German spies. As I approached the police station, brief case in hand, I was confronted by a nasty looking automatic weapon, spread-eagled against the wall and made to wait for the appropriate official to whom I could explain my problems. Taken inside, I found the three felons had charmed the police and their release took only minutes. The story doesn't end here though as the three idiots returned to the police station the following morning to take pictures of it. The police gleefully re-arrested them but they managed to talk their way out before I learned of the problem. All this as a result of ignoring my clear warnings to carry passports at all times and not photograph anything of a police/military nature.

From Santiago we headed north on the excellent paved road through the Atacama desert, camping on the beach where possible. The Chuguicamata copper mine was unfortunately closed for the Labor Day holiday so we took a brief run 120 k's south east to San Pedro de Atacama where we camped in the Valley of the Moon, salt mountains eroded into fantastic shapes with giant gypsum crystals making the group glitter, and visited the remarkable archeological museum in SP de A. Here are scores of Indian mummies, many over 2000 years old, pottery, stone artifacts, etc. all collected and curated by the local priest, a character in his own right. From a hilltop on our way out we spotted one of the 19,000 foot volcanoes spewing smoke and steam into the air. A most worthwhile excursion. Stocked up in Arica and headed direct to Bolivia via the 16,000 ft pass at Tambo Quemado. Excellent road, weather, and scenery until Bolivia is reached. Then the road becomes more of a battlefield. 60 miles in one whole day. Most of us felt the discomfort of altitude and bad roads but arrived happily in La Paz after a true "overland crossing". RIW

How Peru lost its way

UP IN THE mountains around Cuzco, the men who once drew their inspiration from Che Guevara are angry. It was their uprising in the sixties which provoked the generals to seize power in the hope that the promise of land reform would pre-empt 'another Cuba' in South America.

Yet although the peasants now own the land, the conditions in which they live belong to the Dark Ages. On the co-operatives which were established in place of the old haciendas, the *socios* work for a wage of 5p an hour. With inflation still hovering around 100 per cent they are poorer than they were when the revolution began.

They still live in mud huts, sharing their accommodation with chickens and pigs. Most of them can't afford to buy bread for the family; they exist on maize and potatoes, swilled down with home-made beer which blots out the future.

Their predicament is simple. They were indeed freed from bondage by the first-phase generals, but their liberators had no coherent plan for their emancipation. Starved of capital and expertise, the peasants could neither invest nor develop; production stagnates while the population soars.

Nor did the cautious and not overly competent sol-

Ten years ago the Peruvian landed classes were dispossessed by a generals' revolt, followed by a military counter-coup. The leaders of that coup, the present rulers, insist that Peru is following a 'middle way' between capitalism and communism. But, as JONATHAN DIMBLEBY explains in the second of three reports, the liberation of the peasants, the mass of the population, from their misery and poverty is an illusion. He will tell the story in the Thames Television programme 'Peru: the Revolution that Never Was' on ITV at 8.30 on Thursday.

diers tamper with the market place. The co-operatives have always been at the mercy of middlemen who have dictated the terms of trade so effectively that most of them make no profit.

It is now plain to even the most fervent advocates of the Peruvian Revolution that it has failed; that it had barely struggled to its feet before it was confined to a strait-jacket and permitted to chant radical slogans while the generals set about restoring the nation to economic 'sanity' under the austere tutelage of the International Monetary Fund.

In the process, although the militant rhetoric asserts

the contrary - the old elite has re-emerged in finance, industry and commerce to become the new elite while the poor are poorer than ever.

With so many basic necessities now beyond their reach, the peasants are in the retreat. Some co-operatives have already collapsed as their members turn away from the illusion of revolution back to the life of subsistence from which land reform was supposed to free them.

Their leaders try to keep the movement together, but it is fragmented into revolutionary slivers by the betrayals of the last decade. To denounce the 'military dictators' as 'parasites' and 'allies of imperialism' is brave rhetoric (especially at meetings which are illegal under a State of Emergency), but the peasants are bewildered. On occasion they have turned on one another. Driven by the hunger for survival, they have even broken up co-operatives by force and invaded communal lands, each taking for himself what the revolution had hoped would be shared by all.

However, disarray does not delude the elite, who suspect that the snail which almost toppled them is dormant, not dead. They fear that the peasants will regroup and they recognise now that there is no longer a 'middle way'.

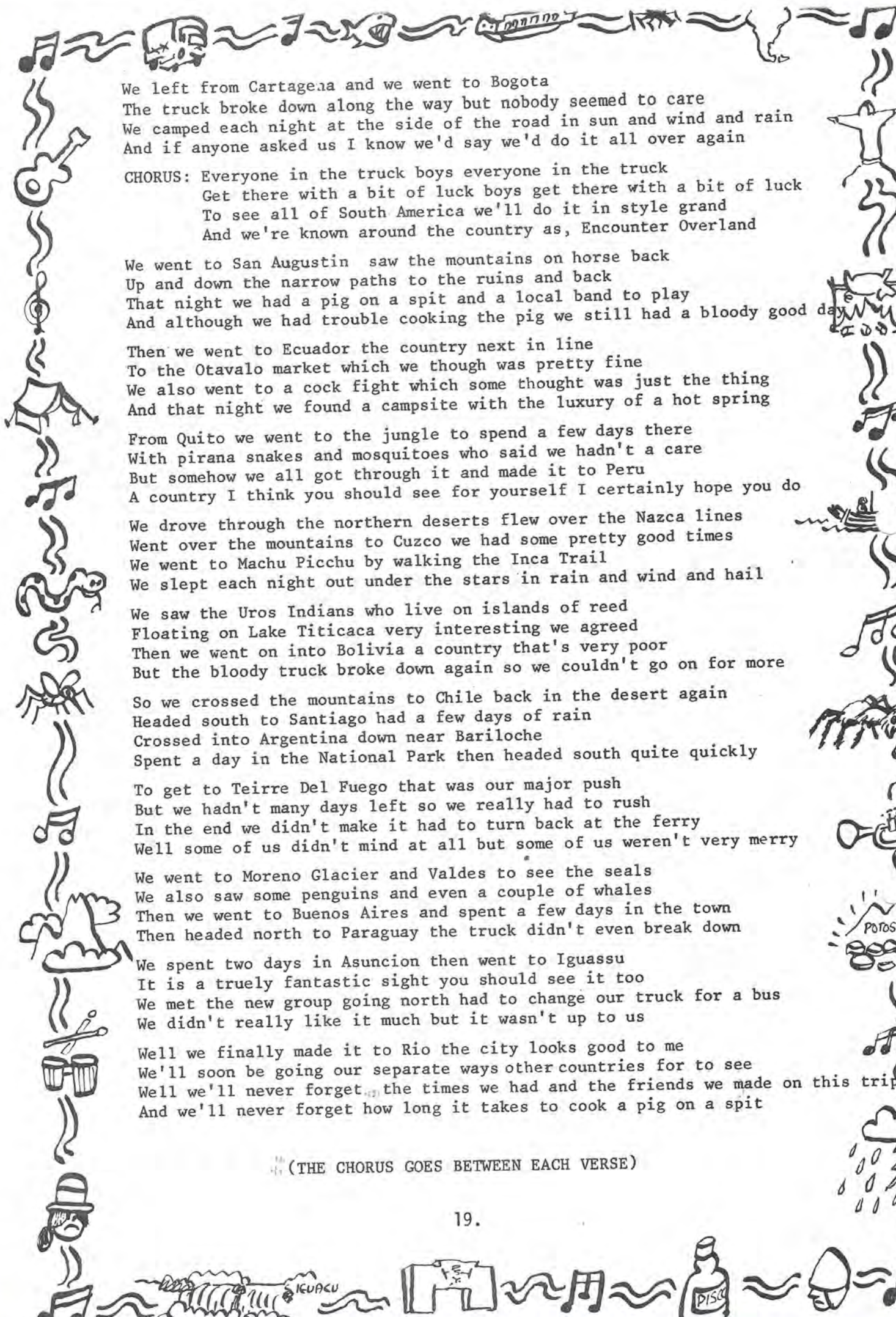
Vicuña hunt

THOUSANDS of rare vicuña are being brutally slaughtered for their meat and skins with the approval of the Peruvian Government and in defiance of an international treaty, according to the country's leading conservationist.

A 10-year ban on killing the llama-like animals, agreed by five Latin American nations, expires in August but, says Felipe Benavides, the man credited with saving them, they are now being killed in a special reserve set up for them.

'They wound the animals through the lung, as their hearts have a good price as a local delicacy,' says Mr Benavides. 'Many wounded vicuña are running with their guts hanging out, and die in agony.'

The song on the following page was written by some EM's on a past South American trip...SPOT THE TRIP!!!



We left from Cartageja and we went to Bogota
The truck broke down along the way but nobody seemed to care
We camped each night at the side of the road in sun and wind and rain
And if anyone asked us I know we'd say we'd do it all over again

CHORUS: Everyone in the truck boys everyone in the truck
Get there with a bit of luck boys get there with a bit of luck
To see all of South America we'll do it in style grand
And we're known around the country as, Encounter Overland

We went to San Augustin saw the mountains on horse back
Up and down the narrow paths to the ruins and back
That night we had a pig on a spit and a local band to play
And although we had trouble cooking the pig we still had a bloody good day

Then we went to Ecuador the country next in line
To the Otavalo market which we though was pretty fine
We also went to a cock fight which some thought was just the thing
And that night we found a campsite with the luxury of a hot spring

From Quito we went to the jungle to spend a few days there
With pirana snakes and mosquitoes who said we hadn't a care
But somehow we all got through it and made it to Peru
A country I think you should see for yourself I certainly hope you do

We drove through the northern deserts flew over the Nazca lines
Went over the mountains to Cuzco we had some pretty good times
We went to Machu Picchu by walking the Inca Trail
We slept each night out under the stars in rain and wind and hail

We saw the Uros Indians who live on islands of reed
Floating on Lake Titicaca very interesting we agreed
Then we went on into Bolivia a country that's very poor
But the bloody truck broke down again so we couldn't go on for more

So we crossed the mountains to Chile back in the desert again
Headed south to Santiago had a few days of rain
Crossed into Argentina down near Bariloche
Spent a day in the National Park then headed south quite quickly

To get to Teirre Del Fuego that was our major push
But we hadn't many days left so we really had to rush
In the end we didn't make it had to turn back at the ferry
Well some of us didn't mind at all but some of us weren't very merry

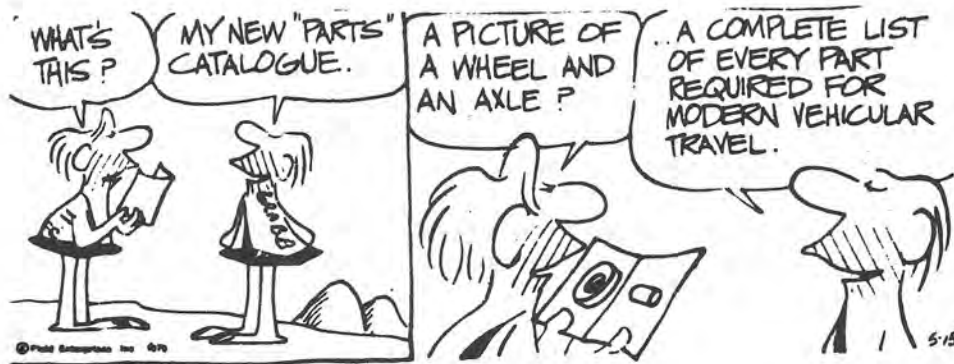
We went to Moreno Glacier and Valdes to see the seals
We also saw some penguins and even a couple of whales
Then we went to Buenos Aires and spent a few days in the town
Then headed north to Paraguay the truck didn't even break down

We spent two days in Asuncion then went to Iguassu
It is a truely fantastic sight you should see it too
We met the new group going north had to change our truck for a bus
We didn't really like it much but it wasn't up to us

Well we finally made it to Rio the city looks good to me
We'll soon be going our separate ways other countries for to see
Well we'll never forget the times we had and the friends we made on this trip
And we'll never forget how long it takes to cook a pig on a spit

(THE CHORUS GOES BETWEEN EACH VERSE)

WREN PARK



Hi, once again from Wren Park.

Work here is continuing at a pace but firstly we welcome three new trainees, Ed Hamilton, Tony Sloyan and Paul Wood - who joined us after the selection weekend. We wish you a long and rewarding career within EO.

This past month has seen Bob Johnston fly to Jo'burg to do a northbound leading his first expedition. Tim Brett left for Africa in GLW 919J and Martin Crabb with Peter Leeners went to Asia in GNM.

HMG has been prepared and shipped to East Africa. The new Dodge is finished and now on its way to South America.

Lindi Wall and Rene Muller have returned from Asia with SVC and are now taking breaks before starting again here at Wren Park.

The new 'M' type from L.W. Vass is nearing completion in readiness for a short haul in Morocco.

Some drivers have been experiencing trouble with trailer lights, en route. This can often be traced to the light socket being a loose fit in the socket on the rear of the truck. The inter-truck male plug can be dismantled and tightened. Remove the wire and grub screw retaining the wire. The brass tube can then be pushed out. Squeeze this together where it is split. Reassemble plug after doing all tubes the same. This will cure any bad connections attributable to loose sockets.

That's all, so safe driving.

John

Barbara's Blurb...

Hi ya...just a few quick words from me. Firstly, I must say I'm sorry (only because it's a very British thing to do) that there was not an April edition of Enflash. So if you were wondering why you didn't get one, it's 'cause there wasn't one.

Lots of things have been happening lately and I would only be repeating what has already been mentioned somewhere in this Enflash if I was to go through them all...so I won't.

The only thing I can think of that has not been mentioned is that I'm off to "Fantasy Land", San Francisco, USA...or the land of sun, surf, short shorts, and Mac Donalds hamburgers. So if any of you are out that way, Annette and I would more than welcome any of your happy, smiling faces with us in San Francisco.

Although this transfer is of a "short term" nature I will miss everyone at EOL during my absence.

BIBI and Love to all...Barbara

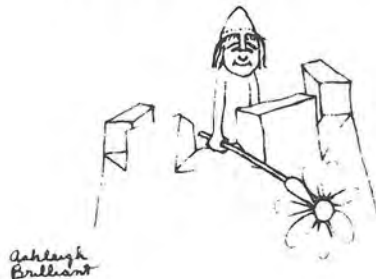
EO San Francisco

This is my Enflash contribution for this month...Love Annette

©BRILLIANT ENTERPRISES 1975

POT-SHOTS NO 715

I AM FIGHTING FOR SURVIVAL



in my own
sweet and
gentle way.

HOT SEAT

Having just moved into this job, I'll take this chance to say hello to all on the road and wish you the very best with your current trip.

COMMUNICATIONS

Recently reports have been arriving here not properly filled in. The comment "as per last report" is not very informative. Whatever applies to the report you are writing should be entered fully; even if it is a repeat. Sometimes it's only what would appear to be small points. However, these small points make it easier for the hot seat to co-ordinate/communicate with the sharp end. If you expect good back-up from me, it will only be so with co-operation from you. I must know at any one time your rough, if not exact position. A cable or telex sent from sensibly chosen places on your route will give me this information.

The final comment on reports is that some are still very hard to read which not only wastes time but worse; can cause misunderstanding. PLEASE PRINT.

REPAIRS ON ROUTE

Recently a crack in the rear brake line on an 'M' type was repaired with Araldite. Whether or not this can be justified by being in the back of beyond, is in a way irrelevant. Frankly repairs of this sort create serious safety hazards which, if something went wrong, could cause E0 huge short and long term problems. The easiest is not necessarily the best.

DRIVING AFTER DARK

There have been a couple of instances of driving after dark for reasons that do not justify the risks. The policy on this is very precise; in that we do not drive after dark except when absolutely necessary. Making up time, whether it be to get to a place of interest or simply catch up on schedule, is not on. This is not a request, it is a Directive.

I would like to welcome Paul, Tony and Ed who have recently joined E0 and are at present working at Wren Park with John and Bill.

Over the weekend of 2nd June a driver selection was held at Wren Park. This was a great success and five people have been offered jobs. They will be starting over the next month helping Bill with the summer programme of turnarounds.

Lindi Wall and Rene Müller recently arrived back from Asia with a very happy group. Thanks Lindi for a well run trip. Lindi is now having a few days well earned break, and Rene is at Wren Park preparing for the June 14th departure to Kathmandu, which he is to lead.

Best wishes to you all...Derek

IAN WAY SLIDING FROM THE HOT SEAT TO A LESS SEDENTARY ROLE IN SOUTH AMERICA

The last 18 months have given me an enormous insight into the inner machinations of overlanding. The Hot Seat is not as easy as I suspect some people may think - after all, it's taken ALJ 16 years.

I will feel a little strange being on the receiving end of the telex, instead of the other way round, as I battle with the Peruvian customs.

I have 3½ months in South America running the Brief Encounters, that is providing the Peruvian port officials let the truck out; followed by a 4 month long haul expedition running from Barranquilla to Rio, arriving for Carnival. So my not so small bottom will be kept at least lukewarm.

I wish Derek all the best...and...take very kind of care.

IAN



NOW IM ON THE "SHARP END" - IT ALL SOUNDS
BLOODY UNCOMFORTABLE.

From Tony.....

EOSF

We were all sorry to say goodbye to Janine Thomson who has decided to leave EO after more than 6 years with us, during which time Janine has worked for us in London and Johannesburg as well as San Francisco. We all hope that whatever plans she has for the future, that fortune will smile on her.

Annette is now in San Francisco busy with the considerable number of bookings and the related predeparture information. It is a big job and Barbara will soon be leaving London (and Enflash) to assist her.

GYPSY

Tom Colville is single-handed in the middle of a major refit of Gypsy in Telok Anson (some 250 miles south of Penang).

KATHMANDU

Martin Watkinson has just spent two weeks in Kathmandu ensuring, after all the effort of last winter, that we have a sound, consolidated platform from which to continue our Nepal activities of trekking and river-running starting again in October.

1980

Our entire longhaul and shorthaul programme for 1980 including prices is now tabulated (all this forward planning is no doubt for the better but I rather miss the empty blue horizons that used to promise so much!)

N.B.

The kind of political problems that are endemic in Asia and Africa at the present time are not without cost. Even if the worst is over for the time being (and there is little to suggest that it is) we are going to have to display a very high standard of operations and all round cost-effectiveness if this year is going to be at all successful.

I hope everyone really realises this. There are some people who certainly do not seem to - I shan't be leaving those concerned in any doubt as to my misgivings. En route expenses of comparable trips vary by as much as 25% beyond any apparent reason. And costs beyond the acceptable norms that should be known to you will need very convincing accounting for.

Still more important is the probability that the highest safety standards of driving, care and maintenance are not always achieved or even strived for. There can be no second-rateness in this respect and no chances taken. If chances are being taken by you then they are not going to be taken by me, instead, it will need to be illustrated that there is no room for such attitudes within EO.

So build all else on great care.

Regards
Tony

EXCHANGE RATES

FUEL COSTS

	COUNTRY	CURRENCY	EQUALS ^{US} 1\$	LITRE PER GALL	(LOCAL) COSTS	\$ APPROX
ASIA	U.K.	POUND				
	BELGIUM	FRANC				
	GERMANY	D.MARK	1.81	LITRE	0.96	0.53.
	AUSTRIA	SHILLING	14.37	LITRE	6.26	0.44
	SWITZERLAND	FRANC	1.77	LITRE	0.70	0.40
	YUGOSLAVIA	DINAR	18.53	LITRE	7.20	0.39
	GREECE	DRACHMA	36.84	LITRE	7.20	0.20
	TURKEY	LIRA	47.00	LITRE	8.86	0.19
	IRAN	RIALS	70.33	LITRE	2.34	0.04
	AFGANISTAN.	AFGANIS	41.00	LITRE	20.00	0.50
	PAKISTAN	RUPS	9.78	LITRE	1.59	0.16
	INDIA	RUPS	8.05	LITRE	1.46	0.18
	NEPAL	RUPS	11.90	LITRE	2.74	0.23
	FRANCE	FRANCS	8.94			
AFRICA	ITALY		839.38	LITRE	186.00	0.22
	SPAIN	PSTAS				
	CEUTA	PSTAS				
	MOROCCO	DIRHAM	0.413	LITRE	0.06	0.15
	ALGERIA	DINAR	3.63	LITRE	0.54	0.15
	NIGER	CFA	200.	LITRE	80.00	0.40
	NIGERIA	NIRA	0.90	LITRE	0.11	0.12
	CAMERDOON	C.F.A	208.00	LITRE	76.25	0.37
	C.A.R	CFA	206.00	LITRE	89.05	0.43.
	CONGO	ZAIRE				
	RUANDA	R. FRANCS				
	TANZANIA	SHILLING	7.50	LITRE	2.35	0.31
	KENYA	SHILLING	7.44	LITRE	2.24	0.30.
	SUDAN	POUNDS				
S. AMERICA	ZAMBIA	KWATCHA	0.60	LITRE	0.25	0.42
	BOTSWANA	PULA	1.25	LITRE	0.18	0.14
	S.AFRICA	RAND				
	COLUMBIA	PESO	38.12	GAL	22.00	0.58
	EQUADOR	SUCRE	27.70	GAL	4.30	0.16
	PERU	SOL	210.00	GAL	85.00	0.40
	BOLIVIA	PESO BOLIVIAN	20.00	LITRE	1.40	0.07
	CHILE	PESOS	35.45	LITRE	9.50	0.27
	ARGENTINA	PESOS	1162	LITRE	257	0.22
	PARAGUAY	GUARANI	132.70	LITRE	30.90	0.23
	BRAZIL	CRUZEROS	18.66	LITRE	4.00	0.21.

DRIVERS POSITIONING AT OF JUNE 7th

DRIVERS	DEPARTURE	DATE	LAST CENTRE	DATE	NEXT CENTRE	DATE	DESTINATION	SCHED. DATE
KAMAR, STEVENS	Johannesburg	31 Jan	Tamanrasset	31 Jun	Fez	9 Jun	London	29 May
FINCH-DAVIES	Johannesburg	7 Feb	Kano	25 May	Tamanrasset	3 Jun	London	5 Jun
JOHNSTONE	Johannesburg	28 Feb	Bangui	10 May	Kano	4 Jun	London	26 Jun
JOHNSTON	Johannesburg	4 May	Francistown	1 Jun	Lusaka	6 Jun	London	30 Aug
DOUGALL, HURST	London	3 Feb	Lusaka	29 May			Johannesburg	8 Jun
BRETT	London	12 May	Tunis	21 May	Tamanrasset	6 Jun	Johannesburg	31 Aug
WALL, MULLER	Kathmandu	6 Mar			ARRIVED		London	21 May
JONES	Kathmandu	27 Mar	Istanbul	21 May			London	11 Jun
MACDONALD	Kathmandu	10 Apr	Esfahan	25 May	Kaiseri	2 Jun	London	25 Jun
TOWNSING, CADNEY	Kathmandu	1 May	Kabul	2 Jun	Esfahan	16 Jun	London	16 Jul
CORDWELL	Kathmandu	15 May	Srinagar	1 Jun	Kabul	15 Jun	London	30 Jul
CREAMER	London	19 Apr	Quetta	29 May	Srinagar	19 Jun	Kathmandu	4 Jul
CRABB, LEENERS	London	16 May	Istanbul	29 May	Kaiseri	10 Jun	Kathmandu	1 Aug
WALLACE	Barranquilla	7 Apr	La Paz	5 Jun	Santiago	18 Jun	Rio de Janeiro	20 Jul
SCULLY, ROBINSON	Barranquilla	12 May	Quito	30 May	Lima	14 Jun	Rio de Janeiro	24 Aug
WHEATON, TOBLER	Rio de Janeiro	10 Mar	La Paz	7 May	Lima	27 May	Barranquilla	26 Jun

BOOKINGS RECEIVED DURING THE MONTH OF APRIL.

EXPEDITION	EOL	EOI	EDGE	IFL	EOK	SSR	CANTREX	WESTCAN	SUNDOWNING	AFRO	DE-JONG	TENICE OUTLANDS	TOTAL	
LONDON - KATHMANDU	5		3 (1)	4		4	2	1	2				20	
KATHMANDU - LONDON			2		5	(1)			17 (4)				19	
LONDON - JOHANNESBURG	1		4				2	2	1			1	11	
JOHANNESBURG - LONDON		1	2	1									4	
LONDON - DAR ES SALAM				1				(1)					:	
DAR ES SALAM - LONDON													-	
BARRANQUILLA - RIO	(1)					3	1	1	2				4	
RIO - BARRANQUILLA			1			3		1					7	
TURKEY	1		1 (1)					1					1	
TUNISIA			1										1	
MOROCCO	1												7	
EAST AFRICA - 4 WKS	3		5	2							3	3	7	
EAST AFRICA - 6 WKS			1								(3)		7	
SAHARA SAFARI			1										1	
AFGANISTAN			1										-	
NORTHERN INDIA - 4 WKS													-	
NEPAL - DARJEELING													-	
SOUTHERN INDIA													-	
NEPAL - TREKKING & RIVER RUNNING													-	
SAN FRANCISCO - PANAMA													-	
PANAMA - SAN FRANCISCO													-	
PERU - BOLIVIA			3									(3)	-	
GYPSY PENANG - PHUKET	2												2	
"GYPSY" PHUKET - PENANG													-	
KASHMIR													-	
TOTAL	13	(1)	25	(2)	8	5	10	(1)	5	6	(2)	22	(4)	86

AS AT MAY 31st. 1979.

EXPEDITION	EOL	EOI	EOSE	IFL	EOK	SSR	CANTREX	WESTCAN	SUNDRIVING	AFRO	De-Jung	Tenice overland	TOTAL
LONDON - KATHMANDU	11		5 (1)	7		10		1	3		1	1 (2)	36
KATHMANDU - LONDON						2			7				9
LONDON - JOHANNESBURG	1			2		1				1	2	1	8
JOHANNESBURG - LONDON	1	2			2			1	1				6
LONDON - DAR ES SALAM	1			2		2							6
DAR ES SALAM - LONDON													-
BARRANQUILLA - RIO	1		(1)			2			3				5
RIO - BARRANQUILLA	2		2			3			2				12
TURKEY													
TUNISIA	1		1									7	9
MOROCCO	2		2								(2)	2	4
EAST AFRICA - 4 WKS.			4								(2)	5	7
EAST AFRICA - 6 WKS.	1		2	1								1 (1)	4
SAHARA SAFARI	1		(1)	1								3 (2)	2
AFGANISTAN													
DELTA - KATHMANDU			1										1
KATHMANDU - GOA													
SOUTHERN INDIA												1	1
NEPAL - TREKKING & RIVER RUNNING													
SAN FRANCISCO - PANAMA								2					2
PANAMA - SAN FRANCISCO													
PERU - BOLIVIA	2											8	10
GYPSY PENANG - PHUKET													
"GYPSY" PHUKET - PENANG													
KASHMIR													
TOTAL	24	2	17 (3)	13	2	20	3	4	16	1	3 (4)	29 (5)	122

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