

Nick (2/11/95)

Summer 1995

JUNGLE DRUM

Welcome to the second edition of Encounter Overland's staff newsletter. Please accept the editors' apologies for the delay in producing this issue of Jungle Drum - as you may know Eddie had to go to East Africa leaving the other editor too busy with work and parenthood etc. We have had some good feedback from the last issue of Jungle Drum and, as ever, would appreciate any comments about this one whether positive or negative.

THE NILE BLUES AND BEYOND BELIEF **- KITCHENER STAN KNOCKED BACK!**



The Blue Nile and Beyond Recce Trip is being run by Stan Moffat and it is the first time Encounter Overland has attempted to drive from Nairobi to Cairo. It was so close to being successful but the inevitable bureaucracy struck ...

Stan had many challenges thrown at him on this trip which he managed to either avoid or deal with. But he unfortunately fell at the last fence with the winning post almost in sight and there was nothing he could do about it. The tortured screams of frustration could be heard for a radius of three hundred miles!

The trip in question started with a fairly small group of twelve plus Stan on April 29th 1995 and was scheduled to finish in Cairo eight weeks down the road. They left Nairobi on time

clutching Ethiopian visas to their chests and saw the usual sights in Kenya before joining the armed convoy to Moyale. All went according to plan en route to Addis but upon their arrival in the Ethiopian capital they discovered that the Sudanese Embassy was closed for a week for Haj. Off they went, gallivanting around Ethiopia to see some sights when they found themselves first on the scene of a bus accident which killed three people and they ended up taking the injured passengers to hospital which is where they were when someone decided that the bus driver's standard of driving was somewhat below-par and that someone decided to shoot the driver! They then returned to Addis where Stan had to leave one of his EMs to obtain the Sudanese visas whilst the rest of the group moved on as their

Eritrean visas were fast on their way to expiring.

On top of all this, the group was not working together as a team as well as they could have been - Stan had expected an energetic "go for it" group but instead found himself leading a group of strong individuals who obviously found it hard to work as part of a team. (He does, however, have someone on board who has already applied for a job as a Leader/Driver - if he still wants to do it after this eventful trip, maybe he will be worth a try.)

On entry into Eritrea he was told that the border into the Sudan was closed but he decided to go for it anyway and, as luck would have it, found that it had opened just before he got there. We all thought this would be the major obstacle for Stan and the rest would be plain sailing from there - WRONG! In Khartoum it was a sweltering 50°C and our hero checked for everything he needed to travel on to Egypt including travel permits which, he was told, "Are no longer necessary" and therefore not being issued.

So our intrepid bunch of optimistic pioneers travelled North to the expected "easy" crossing on the Red Sea coast only to be halted by a road-block at Ras Habarda. The Sudanese officials manning said road-block informed Stan that he must have a travel permit to be in this area (although as we know Stan had previously been told in Khartoum that this particular piece of paper was not required). Stan spoke to the Egyptians on the other side of the border who said that there was no problem and they would let him through but the more he tried to explain the problem to the Sudanese gentlemen the deeper he dug himself into the proverbial and eventually Stan, the truck and the group were

escorted back to Port Sudan and were put under surveillance making it impossible for them to attempt crossing that border again.

It looks like Stan will be spending a long time in Port Sudan looking for ferries and flights etc. Three times a week there is a sailing that goes to Suez via Saudi Arabia but it isn't possible for them to take this route as they would need transit visas for Saudi and single women are not allowed to get Saudi Visas! They may have to fly or wait for a direct sailing to Suez which (Inshallah) happens about twice a month.

GOOD LUCK STAN, we all feel for you mate. Hope you get over the Nile Blues.

MARKETING NEWS

Since January the Marketing department have been as busy as ever. As well as promoting to our agents in Holland we attended two Independent Travel Shows in Bristol and Islington. Q572 - a two-wheel drive vehicle - became stuck in the mud in the middle of London and had to be towed out by a removals van - most embarrassing!!

The Destinations Show at Olympia in late February was a roaring success - this time the truck was inside and there was no mud about.

We have worked on promotions in Canada, Switzerland, Germany and South Africa. The nearly-married Darren Nicholson helped us out in Germany and showed-off his grasp of the native tongue (do you mean language-wise or wife-wise? - Ed). We've also been putting in appearances in smaller U.K. shows such as Hampstead Heath's Family Fete and the Young Farmers Rally.

Capital Radio held their Extravaganza exhibition for three days in London which was excellent value for us. The truck was used as a snogging-shop for youngsters so Trevor Mills barred kissing on the truck and only allowed non-attached people to look at the truck (spoilsport - Ed). Two bookings were taken actually at the show - unusual and very good news.

In July we will again be exhibiting a truck and stand at the Royal Show which was certainly a worthwhile exercise last year - hopefully Mick Larkin will be back from his jaunts in Europe so that he can organise it again - he did such a good job last year.

In August we are planning to shoot a video in South America using a professional cameraman from CNN and it will be edited afterwards by a pro from CBS. As they say - it's who you know, not what you know that counts. So by October, the word should be spreading.

Other shows and promotions are planned for later in 1995 and things are generally looking good for the rest of the year.

This month's sales are at 105% of target with five days to go to the end of the month - brilliant! Keep those EMS on side and happy so we get lots of repeat business - it's all for the good of the company! No Vomitting!!

Thanks guys and gals,

Michael Travers

SIX GO CAMPING IN KATHMANDU

"Oh my God, I can't get on that - it's too big, I'll never stretch my legs wide enough", I moaned to Tim.

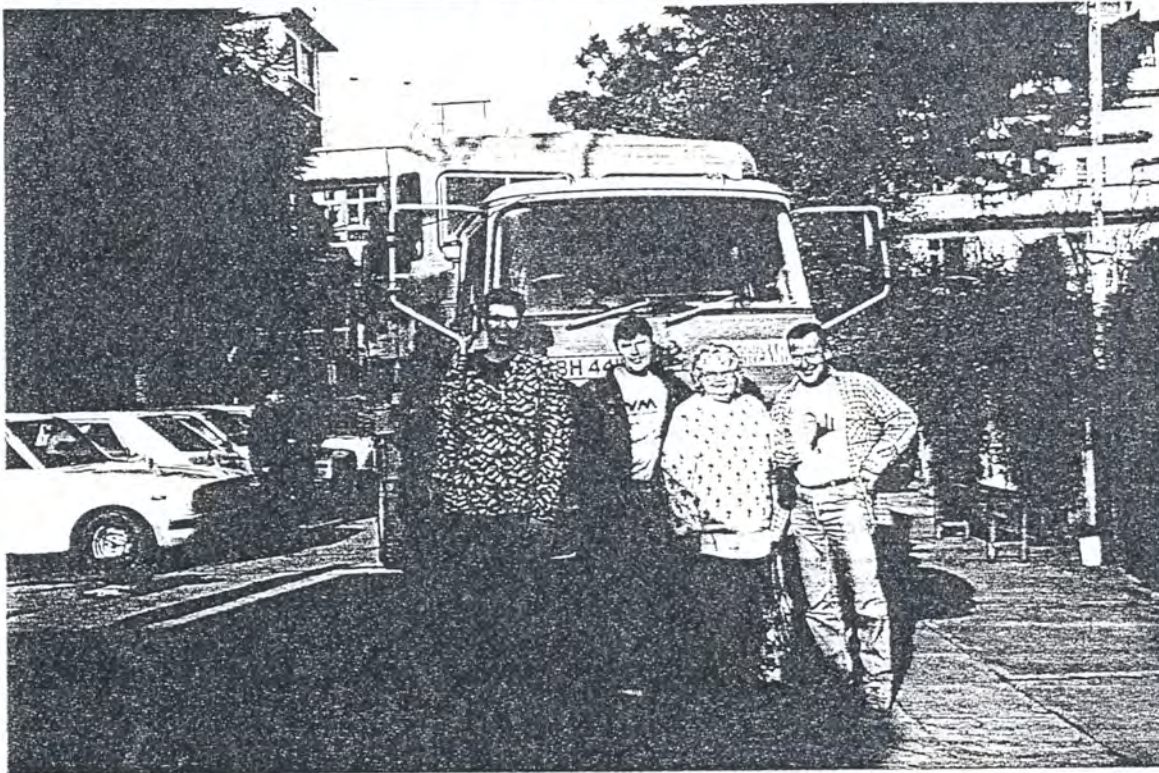
"Yes you can", Tim coaxed, his hands gentle on my buttocks as he manoevered me into place. Seconds later, I moaned, screamed and collapsed in a heap, Tim looking down on me with amusement.

Now before you all get excited this was Moira's rehearsal at getting into Tim Coulson's truck outside the Kathmandu Guest House, when I very stupidly slipped off the steps. Great start I thought, but with the aid of Mick Larkin's total overplay of a Coca-cola crate and a block of wood I managed to climb aboard and, for the first time, join an E.O. trip even if it was only for two days. I enjoyed it so much I'm contemplating doing a GOE if I can persuade Warren to unlock the chains binding me to my desk. Anyway thanks Tim for being brave enough to let me join your E.O.S. The entire trip to Kathmandu and India was very enlightening, apart from learning a great deal I had a lot of fun. The guys in Kathmandu were very helpful - Mick Larkin, Dave Lanaway, Tim Coulson, Marshall Boyes and Nick Slater who also introduced me to the delights of rickshaw riding - thanks guys. I was so good at this overlanding lark that an Exodus (who are they? - Ed) driver in Chitwan thought I was the leader and I'm now considering an offer from them - well I couldn't be worse than a guy who thought I was a leader/driver.

So who's going to volunteer to take me on a GOE? Applications on full Silk Cut cartons please.

Moira

MOIRA FLANKED BY HER MINDERS



MOIRA MINDS HER FLANKS!!



GOSSIP AND SCANDAL

Well Kiddywinkies,

These little pink maggots, having had a bit of a holiday in Kathmandu and then in the Tropical Disease Hospital (yes, I managed to get in there in three weeks and some of you slack lot take years), finally had to gear up and clear the backlog of P45s. Since the last newsletter several of our leader/drivers decided to hang up their driving gloves, and go on an expedition to the source of "The Life Outside E.O."

Mr Ian "Goldie" Stevenson, after eight magnificent eventful years officially resigned. A big bash was thrown at Walsworth Road to celebrate the occasion, attended by many ex. Leader/Drivers, some of whom had to find babysitters, late passes from the wife and, in extreme cases, some actually brought their wives! Needless to say, Leanne (Leroy) Edwards also resigned at the same time after six years service. They were both presented with matching Zippo lighters (it's what they wanted!!) and Ian was horrified to receive a large framed picture of the truck he dropped into the Zaire river. Ian and Lee are intending to go from the source of the Amazon to the Ocean, which is on hold at the moment, as the Peruvian Government won't give them permission because of the troubles on the Equadorian border.

Allyn Glaysher went off home to New Zealand on holiday and decided not to come back. I suspect he's in lust, and maybe will want to reapply when the testosterone has left his brain (are you sure that's where it's stored? - Ed). He keeps in touch quite regularly, always a good sign.

Dave Marshall, on his last day, came to see me in the Tropical Disease

Hospital, bearing chocolates which he, Brendan and Carole proceeded to demolish. Thank God he didn't bring his accounts. I believe Dave is currently in Australia making plans for his future - we wish him luck. I'll certainly miss his colourful Scottish presence, it's all down to Bill McMann now.

You're all aware that Nigel Allison no longer works with Encounter. Unfortunately he was involved in a bad road accident in London - knocked off his motorbike by a hit and run driver. His right leg is pretty smashed-up and he's undergone extensive surgery, steel pins having been inserted the length of his leg. I went to see him in Homerton Hospital (Hackney, London) a few days ago and he was a bit down. As I don't know yet how long he's going to be in hospital, if any of you want to drop him a line I'll be happy to pass them on.

Blasts from the Past:

Glen Baker has formed his own travel company - "Gung Ho Ltd."

Mike Gott is now working on an aid project in Rwanda.

Martin Blackgrove is working for U.S. Aid on a project in Baku, Azerbaijan.

Adrian Mumby is still working for Land Rover Tanzania. He visited recently and it would appear he's got a sideline importing coconut wood briefcases into England - \$100 if anyone wants one. But beware I shall examine very closely the accounts of anyone ordering one especially the "fuel" column.

Sarah Ewing is well on the way to starting her round the world trip as a fund raiser for the Anthony Nolan Bone Marrow Transplant Trust. She is being ably assisted by Alan Jeffries

(Radar - ex E.O. L/D). If all goes according to plan they leave January '96. I have pointed out to them they will have to get married if they want to cross Iran together.

Charlie Macintosh is working in Tanzania, with his wife Georgina, as workshop manager for "Elefriends", a Born Free Foundation Project, and is getting mentions and write-ups about EO in their "Wildlife" magazine in return for help from us with spares. Well done Charlie!

Chris Beer is still whale watching but in a hire boat as his boat sunk - perhaps it's not only M-types that don't float!

So that's about it for now Guys and Gals. Keep on trucking until the next issue.

Moir

EDDIE'S PATCH

Wren Park is soon to become EPCOT Centre (Expedition Preparation Complex and Overland Training Centre) - didn't Walt Disney have one of these too? Yes, but it will look like Madarodam compared to Wren Park. There will be more than double the area than there is in the new building at the moment and we are already having to plan our time for the big spread. If we time it correctly it will be just after Reg leaves so we can spend as much money as we like (only joking Reg and John). Not only are we erecting new buildings but also a new truck for Africa - an ML 330 Turbo - to leave on a Great Safari in October. The deal with this one is the same as Bob had with the Cargo - "If you want it, you build it". Hey Bob, want another baby project?

Training is going pretty well - we have recently sent three trainees out onto

the road and are confident that they will do well but it has left us a bit short for the moment in the workshop. There will be another recruitment campaign shortly and I have six interviews to do this week so hopefully some more will be coming on board soon.

Freddy was recently educated in Wemeldinge and is coming-up for his twelve-year gold-plated Bic pen. His hobbies of tilt and tent making are beginning to take his concentration away from his main tasks of collecting old bottles and golfing. Fred's ambition is to be able to decorate his house without tearing down the kitchen wall. Fred is looking for a good, cheap car - can anyone help? Please don't try to sell him your M-type.

Billy the Kart has just returned from another victory at the Isle of Man with Medallions and Trophies in hand but also with two blown engines and a bent chassis. Billy says he wasn't pushing it too hard. There do seem to be less spanners flying around the workshop at the moment - maybe that's because Bill is now having to make copious amounts of creepy-crawly phone calls to his bank manager.

Morris and the mole are still accurately predicting the profit and loss account as well as leader/driver and truck deployment. I'm not being funny but they both have a desk now to share in the office and the mole has complained that he hasn't got a phone of his own. Morris wants his house painted by someone who can cook - any volunteers?

Sean the herb specialist is now full-time in Morris's shed and keeping at least one trainee locked in the cage until all the work is done. When Sean does venture into the workshop he

dons his bullet-proof chain mail vest (made from 5/16" spring washers) to protect himself from those flying spanners.

Bronco Will the wild Kiwi still enjoys sending new trainees to ask Bill for a "Long Weight". He will be testing his own new-found talents next week riding the bulls in Pamplona and searching for wild women. Hope you come back with all five limbs intact Will.

Jean Jeanie still manages to do all the administrative work ("women's work" according to Jean) at Wren Park in two days without a whimper. We all believe that Jean lives a shady lifestyle as she has just bought a mobile phone so that her kids can find her even when they don't know where she is!

I re-educated myself on an AE sector of Nigel Allison's GOE with the aid of Mark Fittal as a trainee and was very happy to see all my mates in Egypt again. But now I am resigned to pushing the pedals of a Mahogany Bedford again and doing far too much paperwork. Current hobbies include changing nappies (oh really? - Ed), snogging H (an even bigger oh really? - Ed) and beasting trainees. Ambitions are to get a bigger stick to beat trainees with (damn, I thought you were going to say a bigger something else then - Ed), drive in Africa (huh! - Ed) and make sure Oliver is a good driver (is my husband trying to wind me up? - Ed).

Eddie

TIPS AND WRINKLES **FROM BILL**

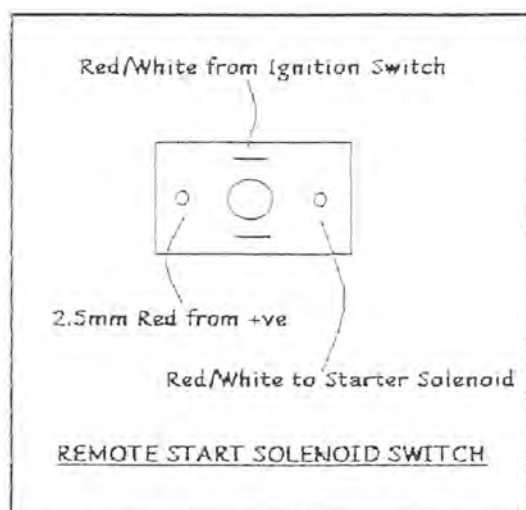
A few people have been having the same problems on vehicles so here are some more handy hints to help you out.

Firstly most of the vehicles have fault finding charts in their notes, please use these as I have to when most of you phone me. Also keep the following in mind: We now have ("touch wood") fairly reliable vehicles on the road which besides being built better from Wren Park have been looked after by the Leader/Drivers on the road. This has helped towards less breakdowns and better safety as far as brakes are concerned. Two things which have been most common lately are 1) Fuel blockages and, 2) muffler failure. So keep it in mind if you're suffering problems such as air in fuel, hard starting etc. don't go straight for injectors and pumps. Firstly make sure your fuel lines are clean by blowing back down fuel lines to tank - you'll be surprised. Secondly, if you're lacking power, blowing a lot of black smoke and overheating, make sure you haven't got an inlet air restriction, it could also be your muffler has popped its clogs.

Brake Drums and Hubs:- If you think you have a problem with ovality look through the brake inspection holes in backing plate and spin the wheel, you will see the drum clearly enough to check if it is oval. On each hub there are holes to let any oil that has escaped the seal to get out. These holes must be kept clear with a two-minute job and screwdriver in hand. If the seal does leak the oil may just escape through these holes and not all over your brake linings. So PLEASE keep these clean!

Exhaust Brakes:- If you're lucky enough to have one please use it as follows: If your exhaust brake has a fuel cut-off it still should be used the same as one without as you need some fuel to lubricate working parts. (So do I - Ed!) So if you use it ten seconds on and ten seconds off you should have no problems.

Starter Motor:- If your truck (especially MLs and M-types with a lot of wire from key to solenoid) has the click, click, clicks syndrome morning, noon and afternoon, then follow these notes. Hopefully the problem will go away!! All these vehicles have remote solenoids that should be wired as follows:



Your solenoid wire from key goes onto spade on remote solenoid so when you turn the key it will give a full charge to the solenoid or starter motor.

Trailer Springs:- If you're short on trailer leaves for springs, Bedford TJ fronts are the same except the top one which can be shortened and bent with new centre bolt holes. Land Rover will fit but they don't last very long.

Fire Extinguishers:- Just a note to put on your instructions on re-filling:- Put

two litres of water in the extinguisher then top-up with 200ml of chemical.

For those of you without 4-wheel drive: When you are greasing your King Pins jack the axle up first to take the load off the King pin and grease them at least once a week. They should take one to two pumps.

So that's enough carry-on from me! From Will and myself (and trainees), best of luck from the workshop and take care.

Bill

WISDOM FROM FREDDIE

There have been a number of moans on the road about the state of equipment (admittedly some are valid). Believe me I am doing my best to keep it all together. All I ask is that you all bear in mind the expected life and cost of replacements of the major parts of the equipment:

	<u>Expected</u> <u>Life</u>	<u>Cost</u>
Tents	4 Yrs	£130
Camp Beds	2 Yrs	£32
Cook Tent	4 Yrs	£400
Tilt	2 Yrs	£700
Mossie Nets	2 Yrs	£20

So please try to get your groups to respect the equipment. I know it's hard out there but it does get very frustrating back here especially when I have to scrap a £700 tilt only thirteen months after making it - no wonder I'm a grumpy old bastard at times.

A tip to keep your tilt windows see-through - if you have been driving through wet or dusty conditions please roll them down each night and give them a quick wipe-over. Turtle wax will eliminate small scratches. Don't use

anything containing silicone - at first they shine but in time will turn opaque.

Other tips:

No more than one on a camp bed.

No smoking inside Mossie nets.

Fold tents and cook tent the correct way and undo all zips.

Do not erect tents without the fly sheet but the fly sheet only is OK.

Don't drag tent bags on the ground.

Cook tents are now being made of heavier material.

Thanks-you lot. I know that most of you know all this already but obviously some of the groups don't and in any case I had to write about something! Happy holidays - I'm off to Scotland soon to play golf.

Cheers,

Fred

Fred, After Having to Jettison a Tilt.



NEWS FROM THE HOTSEAT

This time round I can't use the excuse of being away on "holiday". It has, to say the least, been a busy but generally trouble-free period.

Central and South America

Seasonally this has been the quiet period with only long-haul expeditions operating out of Rio after carnival in late February. But we have just completed a major overhaul of BS99 HL (the original Ford Cargo) down in Santiago. Ian Stevenson and Leanne (Leroy) Edwards have done a tremendous job over a period of two and a half months so BS99 HL is now like new again. So beware, future drivers, the ghost of Goldie and Leroy looms!!! The "short-haul" season has just started again with Carole Hayward doing the Trans-Amazon to the Lost World projects, Sid Kyte on Peru and Incas and Paul Cripps starting the Inca Mountain and Amazon Jungle projects on 11th June.

Africa

Generally our long haul expeditions have been running well despite the constant hassles encountered in Zaire. Gareth Ayers brought in a happy Northbound bunch in May and the Southbound expeditions have all been arriving on time (albeit tired) into Nairobi. The Ebola virus outbreak in southern Zaire has not affected us except for a few worried parents phoning in - the World Health Organisation (WHO) have now declared that the outbreak is contained and all but over. Unfortunately the Ethiopian government do not view it over and have just this week refused visas to ten of our expedition members who crossed Zaire in April/May with Huw (Oggie) Owen. They are now to travel north on their Nairobi-Cairo sector

having had to all apply for new passports. African bureaucracy rules!! Reminiscent of Pakistan bureaucracy in 1994, eh Janice?

For all you Rugby enthusiasts: Why did Ian Ransom (an Australian) bother to arrive in Capetown a day early with his Safari South for the opening game of the World Cup? Score:- South Africa 27, Australia 18!!!

Asia and Middle East

For anyone wanting to lose some weight India and Pakistan are experiencing extreme pre-Monsoon temperatures of 45-47°C - any volunteers?

We have now completed three Egypt trips on the new itinerary which has proven to be successful, the groups finding the Western Desert route and oasis towns friendly and interesting - well done Janice, a bunch of flowers are on their way! A busy time of year for overlands across Asia and we are hopeful, following Mick Larkin's recce of Kashmir in April, that we may soon be able to revisit Srinagar and the houseboats. Iranian visas are still presenting a problem in various centres and visas issued in Delhi on Westbound departures are no longer extendible over seven days.

Mick Larkin has just relocated a truck back from Kathmandu - basically he doesn't like flying (but the back flap of his tilt does)! The season is over in Nepal and the sad news is that we have been asked to leave the Tungal House due to the owners' plans to redevelop the site. So you will note new accommodation arrangements and allowances at Shambu's, Parbitra Workshop:

Single or twin-share Tent - 50 Rps/Day
Multi-share in Cook-Tent - 25 Rps/Day
Special Monsoon Rates (July - Sept) - 20 Rps/Day but must supply your own "LiLo" and flippers.

You will note (enclosed) the dossier of our new Recce project - the South China Sea to the Roof of the World, departing Saigon (Ho Chi Minh City) on 17th September or Hanoi 1st October. We are accepting volunteers to lead this project but you'll have to fight me off first as I make the decisions on deployment, OK?!

That's it from Warren and sometimes Hot Seat,

Take all care and drive safety.

Warren (alias Wazza)

NEWS OF THE WORLD



Asia

Janice Aldridge in Q617 is doing an East of Suez after spending what she said was enough time in Egypt. After dropping off her last Egypt group in Cairo (with Julia on board) she picked up nine GOEs and seven EOS plus Mark Fittal as a trainee. They are due into Kathmandu on July 21st (a week late because of a delay getting Iranian visa extensions in Turkey).

Malcolm Brown is on holiday at the moment at the Wren Park R&R centre before he leaves on July 29th on a Classic from London in SBH 441W.

Bill McMann has recently arrived back in the UK (9th June) with a very happy BOA group and SBH 441W. This was initially led by Tim Coulson to Cairo and Marshall Boyes was the

trainee throughout the whole route. Bill is now helping at Wren park while waiting for more kidney treatment.

Marshall Boyes is now running his first solo in Q873 doing a Classic from London (he left July 17th). Good luck Marshall!

Lionel Klienot is heading for Kathmandu on a BOA with Q898. He left London on May 20th and is due in Cairo June 28th to pick up EOS and GOE people which Johnny Paterson is bringing from Nairobi and one from Stan's trip (if he ever gets there).

Will Fell is well out of the sauna in India and Pakistan now on a Classic in Q400 and was last heard from in Kayseri - all OK and due to arrive in London July 21st.

Dave Lanaway is very near the end of a BOA in Q43 with only one person joining in Cairo. He should arrive in London on July 7th and will be looking for a break I guess. Welcome back to sunny Europe Dave.

Nick Slater says it was still hot in Northern India on his BOA with Q128. He is due into Cairo on July 30th - all running OK except his batteries went flat on a Friday!



Africa

Stan Moffat is trying to become a member of the Red Sea Yacht Club in Port Sudan but has

been advised that Q364 will probably not float (see front page).

Huw Owen picked-up some more people in Nairobi to join his A-Z going to Cape Town - due in on August 4th (the Queen Mother's birthday - Ed).

He left some for Johnny Paterson in Nairobi for him to take to Cairo. Huw is in Q93.

Dave Fusco only has three legs on Q621 at the moment and has just received a new axle casing which was flown into Nouakchott with a trainee (Yoram Allon) to help him fix it and hopefully to continue with him to Nairobi. Best of luck you two - hope you can get it fixed soon and get to where there is some real beer. Due into Nairobi September 1st - there is a sweepstake on your arrival date Dave, but I think you can do it.

Tim Coulson is now on the third leg of a GOE which left Nairobi on June 3rd and is due in London with Q872 on September 22nd. Hope your water tank stays on Tim and that your last trip will give you a taste for more - perhaps Europe next year? (Only joking!) Stop Press ... Tim had engine problems in Uganda which are OK now. He also lost his cook tent. Patience Pummelem is expecting to hear from you Tim.

Tim Larby is getting paid to watch the rugby in Cape Town but only if Q815 and Q620 are shining and have Tim's personal guarantee of no mechanical failure in the next year. Tim will be taking Q815 up to Nairobi on June 24th on a Safari South. Tim also helped Mike Travers with some promotional work in South Africa. Have a good first solo Tim.

Johnny Paterson is doing an AE sector in a vehicle hired from Worldwide Travel in Nairobi for two weeks to Addis then on to Cairo. The group have opted to miss the Sudan and spend more time in Ethiopia and Egypt. Johnny is due into Cairo on July 7th.

Jon West arrived in Nairobi on 10th June with JNM 601 and has done

turnaround work. He will take a couple of weeks break now. Hope all is OK after your frightening robbery Jon.



South America

Simon Kyte in the fully refurbished "Goldie / Leroy" customised BS99 HL Cargo is running a P&I to

La Paz for July 1st followed by a three week t/a and the next P&I from La Paz to Lima. Treat her gently Sid or these Cargo ghosts will catch up with you.

Bob Gledhill has just finished the Conquistador with the love of his life, VD46NY, in Quito on June 15th. After two weeks TLC he will leave her for a long break in South America. The only major parts request for Bob was a flat cap because he'd lost his. If you go to Guyana Bob let me know (along with Egypt, another of Eddie's "spiritual homes" - Ed).

Paul Cripps has rejoined EO temporarily to run a IMAJ coming back to Lima on 30th June. He will be running these until September. Thanks Paul.

Carole Hayward is doing her favourite TALW due into Caracas June 26th then flying to Lima for another on July 3rd. It's a tough job Carole but someone has to do it.

Ian and Leanne: No sooner had they had their leaving party at Walsworth Road when they were back in the thick of things working on a spring suspension conversion and major (and I mean major) overhaul of BS99 in Santiago after which they relocated her to Lima for Sid. They have now broken away again but are having a

few problems getting permits for the Ecuador border region on the route they want to do down the Amazon. They may need to make a slight route change. If you two can't do it who the hell can?

Mera Travel

Warren (who?), Mick Larkin, Mo Prins and Tracy Fialla (ex. West Can agent) are in EDH 0609 with 33 pax going from Amsterdam (12th June) to London (3rd July).

Trevor Mills, Samantha Stone and Geoff Spillett (Darren Nicholson is to join them) are in EEH 0616 with 21 pax going from Berlin (June 17th) to Athens (July 9th).

Dave Johnson will be helping Mera Travel later on in the season.

Miscellaneous

Brendan Gibbons is in Australia on holiday and doing promotional work.

John Leivers is keeping the hot seat warm for Wazza.

Andy Sutcliffe is on holiday trying to decide what to do next.

Garreth Ayers is on holiday but will take JNM 600 on a Southbound Great Safari on August 26th.

Ian Ransom left Q620 in Cape Town with a loving kiss and will not let anyone else drive her. He spent a week at Wren Park standing in for Bill Preston (while he was racing on the Isle of Man collecting yet more trophies) and is now on a flight-hopping holiday round the world seeing how many cups of coffee he can scrounge from ex Expedition Members before he returns to his sweetheart in Cape Town to do September's Safari South. **Eddie**

OFFICE TALK

There follows a brief synopsis of the goings-on in 267 Old Brompton Road:

Reg, the man with all the money at his fingertips, is pining for his wife who is in Australia. They have been planning to move down-under and since April have been practising the most extreme form of safe sex known to man and womankind - that is stay 12000 miles apart and breathe heavily down the phone. They have nearly sold their house and Reg will be leaving Encounter Overland on 21st July, so wherever you are please raise your glass/tinny on that day to young Reg for surviving that long at the top.

He doesn't know exactly what he will be doing but is excited about making the break and says, "Being here is like having my hand in a bucket of water - pull it out and no-one will know I've been here". (Not true Reg - Ed.) But unfortunately for you readers, this quote reminds of something:-

Question: Why do all SAS troops have very small willies?

Answer: So they can go in and come out without even being noticed.

Wine Expert, John Clark, is obviously not small as he was noticed going into a condom head first and was unsuccessful despite the aid of copious amounts of baby oil. Mysteriously, he was also noticed shopping in High Street Kensington on or around the 17th of June (without a condom on his head).

Julia noticed the assistant Editor in Egypt. She could not believe anyone could enjoy Egypt more than her so she got her own back by insisting that John Clark tried to blow-up a condom on his head. Julia's sales figures have doubled since returning to the U.K.

but why does everyone buy Egypt trips from you Julia? Janice educated you well.

Jennifer started with EO very recently in the usual place for learning the skills necessary to become M.D. - yes, the post room. She does, however, have a slight disadvantage as she is a very highly qualified Marketing graduate who doesn't drink or smoke. Welcome aboard Jennifer.

Kim - Asia Desk - educated in Kenya and Ethiopia by Riff and Allyn Glaysher, Kim is now entertainment's manager and is to co-ordinate all drinking functions until he loses co-ordination (usually after fifteen pints).

Kate don't you love her? Uneducated but most confidently running the Africa desk. Hands-up who wants Kate to ride with them in Africa? (That is a totally sexist and unnecessary comment but I'll let it ride for now - Ed.)

Warren - you know, the operations manager with the swelled head because NZ beat England at rugby. But did young Wazza see the match? We have yet to find out as he was trundling around Europe for Mera Travel. The only person in the company with three phones and two desks (is his bottom really that big? - Ed).

Moir - Charity Co-ordinator/Tax Collector - the lady who keeps all her lads and lassies in order and still manages to keep her social life a secret. However, she is the subject of nearly as much press coverage as John Major in the Tangiers Herald. Moira has been educated by every Leader/driver at least once and also by our old favourite Tony Jones (recently spotted in Kathmandu). This year Moira has become the co-ordinator for our latest charity project -

the Children's Model School in Kathmandu. They have already received money from Mick Larkin's sale of T-shirts, old camp beds, books and juggling balls. Thanks to everyone who has contributed.

Walt - oops, sorry - Melissa will be at the official opening of EPCOT with her husband. He will be holding the ladder so that she can reach the red ribbon. Melissa says it's hard work being a celebrity in between trying to improve Anglo/Swedish relations, making tea, jokes and crossword puzzles. Her hobbies include opera, catching trout and sleeping with her car. Her main ambition is to make plenty of small people - some suggestions for their names include Minnie, Pluto, Mickey etc. etc. (Sorry Melissa, it must be very boring to hear the same old jokes over and over again - Ed.)

Camilla-milla-milla - number-one giggler and morale booster - has only once visited her own pub but without prejudice as every other pub in the home counties has been visited once by our very own social butterfly. Now she is further afield soaking up the sun and G&Ts on some Bali beach. Her ambition is to become a builder.

Mike Travers - the marketing man at shows around Europe, South Africa, Canada and the U.K., Mike continues to place agents in his back pocket and bring them to the Wren Park hotel for a smorgasbord lunch. Mike's hobbies are horse riding, wine-tasting and shopping with John Clark in High Street Kensington. His ambition is to spend loads of money and travel. He is 34, 5'10" and his vital statistics are 36-24-7.5. His pet hate is wearing socks.

Aroha was recently re-educated by Lionel and is currently running the South America desk. Her hobbies are

roller blading, climbing and cycling although she constantly falls off her bike. Her ambition is to cut off all her hair and marry a monk.

Anon

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PROBLEM PAGE



Patience, our resident agony aunt waiting to deal with you and your problems.

Dear, dear Jungle Drum,

My problem is that I don't know how to relate this tale to the EO management. Oh woe betide me if they find out! I fear they will tie my b****cks to a towing hitch and drive away. Please don't let this happen. Please! Please! Please! I was leading a P&I when disaster struck. The trailer tilt on one dark and dismal day was gone! After I regained consciousness from shock, I plucked up the courage to ask for another - this was provided and a nice, lovely new shiny trailer tilt found its way to La Paz to begin a new P&I.

Ten days later imagine our horror but oh woe! woe! woe! woe! after ingeniously locking it on through an eyelet to the gas bottle chain disaster struck a second time and in the same place! Oh, lamentable misfortunes!

I could not bring myself to tell yet needed a good Freddie look-alike tilt. So what to do? Abandoned in a shed in Cuzco I found a second-hand, old

and disused EO truck tilt (Santa must have left it there) and with help manufactured a perfectly good one. Not as good as the new one but certainly like the original.

Oh Jungle Drum, do you understand my dilemma and feel my emotional upheaval and sense my innermost fears!?! How to tell, I need help! Please write soon,

Signed fearful Leader/Drivers (don't let them get us).

Dear Lionel (for I know it is you, you little cheeky chops). We all have our crosses to bear and I feel that this will live with you day and night for some time to come. You have been very brave by allowing us to publish your letter and I hope that other Leader/Drivers can, in time, follow your example. Don't you already feel so much better by confessing publicly and "getting it off your chest". Of course you do sweetheart. I have spoken to the management and they have been little darlings in letting me dole out any punishment which I feel fit so here we go darling - deep breath, are you ready? I want you to say five Hail Marys each night as you lay that cute little curly head upon the ground and when you next return to England I will tie you up and give you a proper thrashing with my wooden spoon. (Can't wait!)

All letters shall be treated with a complete lack of respect and confidence. Please send your problems (both professional and deeply personal and embarrassing) to:

*Patience Pummelem
c/o Jungle Drum
32 Bunyan Road
Hitchin, Herts. SG5 1NW
England.*