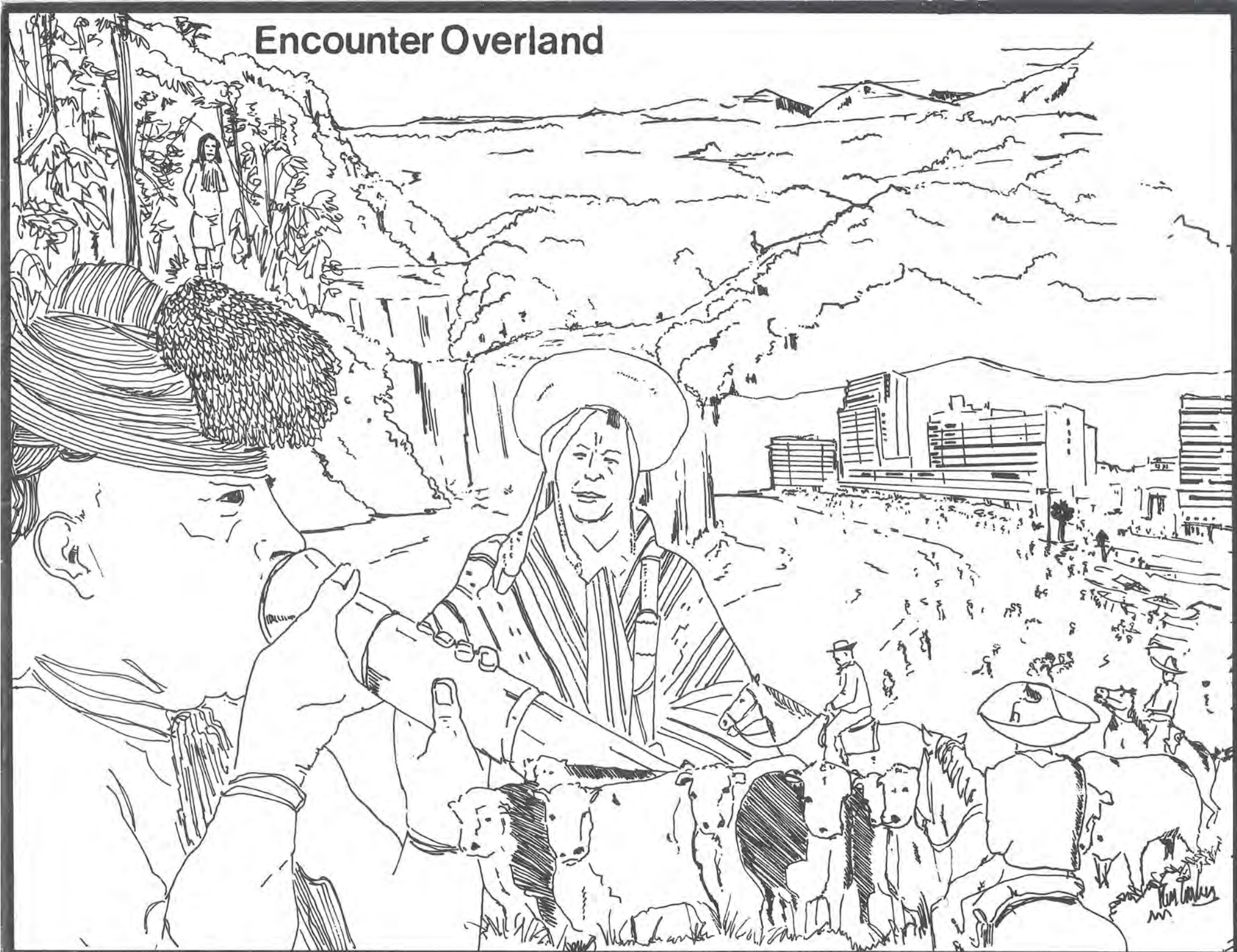


Encounter Overland

Latin America





.....

Over the last eight years Encounter Overland has built up a reputation as the most experienced team organising small group projects in ASIA and AFRICA; frequent expeditions to India, Kashmir and Nepal, to the Northern Sahara and to the High Atlas Mountains, others to Syria and Jordan, special expeditions trans-Sahara, the first vehicle crossing of the Salt and Sand Deserts of Persia, and to Nuristan and the Hindu Kush. There have been expeditions into South East Asia, including the first expeditions from London to Laos and Cambodia, and every year there are trans-Africa expeditions across Sahara and Congo to East Africa and Johannesburg.

Now Encounter Overland has planned a reconnaissance expedition the entire length of South and Central America — from Buenos Aires to Los Angeles.

ENCOUNTER OVERLAND RECONNAISSANCE EXPEDITION through LATIN AMERICA

See back page for
IMPORTANT CHANGES

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

One would have to admit that such or similar an impression is hardly more than lyrical infatuation — but that's not always such a bad place to start!

Our intention has been to look into the possibility of exploring all we can of Latin America. Our studies have shown that there is little reason to dilute our initial concept and plans have been laid with a view to the most intelligent use of time and money tempered by thorough research into conditions both political and physical.

At the moment Encounter Overland has little first hand knowledge of this area of operation and one of the main aims of the expedition will be to acquire as much experience as possible. Thus the project should interest a particular type of enquiring traveller and a real feature of the expedition will be a flexible approach that will need the support of everyone involved.

Men and women who are interested in this journey and realise what is involved are able to contribute enormously to its success. It needs those people who are prepared to join a team; to pull their weight, to contribute to a spirit of enquiry and goodwill, to put up with a bit of discomfort, to get up at dawn in pouring rain. Thus helping to create a sympathetic environment that enhances contact with the local people and friendship among ourselves and stimulates discussion and a sense of physical and mental well-being.

At times the heat and humidity or high altitude will make real demands, people will become tired and enervated and will have to call on considerable inner powers to tackle lethargy. An adult group will pace itself intelligently, anticipating and recognising the circumstances without weakening to them. Only by doing so will we be able to take full advantage of such as the side-expedition six hundred miles down the Amazon or have something in reserve if things go a bit wrong. There will be a certain amount of contrivance required and every member of the expedition should realise that we may have to use all our ability and ingenuity; even when politicians open routes Nature frequently closes them.

Though there is flexibility all of us must realise that we are committed to travelling to a schedule that cannot be completely fluid; that after twelve weeks of the trip we have to synchronise with shipping from South to Central America. Flexibility is a necessity that must be built into the trip — it is also an asset giving scope for everyone's participation in decisions. From experience we know we need a team able to work together; with everyone prepared to do his share of cooking and quartermastering or at least other domestic chores and those with special knowledge of languages, mechanics, medicine, and the knack of interpreting a map. Expect to really take part but realise that as E.O. is finally responsible for the major decisions these decisions have to be made by us.

The group will be about equally men and women with an average age of about 26, consisting of Australians, New Zealanders, Canadians, Americans, South Africans, English and other Europeans.

This is without doubt the most ambitious expedition Encounter Overland has undertaken. As you read these details you will come to realise more fully the scope and challenge of what is involved, and come to understand this 'New World' to which our groups, and our vehicles, indeed our whole way of life is so ideally suited.

BUENOS AIRES – RIO

In the first ten days of the journey we shall be visiting three of the most sophisticated cities in South America; Buenos Aires, Montevideo and Rio.

While vehicles are being unloaded and prepared for the expedition there will be time to see something of Argentina's capital, the largest city in the Southern Hemisphere, then from the heart of the dockland a ferry takes the expedition across the estuary of The River Plate to Colonia in Uruguay.

URUGUAY AND BRAZIL – 15 days – 2,433 miles

The small state of Uruguay is a main outlet of the Pampas cattle markets, receiving beef from Argentina and Brazil – there's even a town called Fray Bentos. Montevideo, its capital, which derives its name from the cerro, the lofty isolated cone to the west of the city, is quieter and more attractive than Buenos Aires. It retains some of its colonial atmosphere and has active communities from every European country.

On the coast 80 miles north of Montevideo are Maldonada and Punta Del Este, once hideouts for French Pirates, now of international millionaires. They were grandstands for thousands watching the naval engagement in The River Plate in 1939. The Uruguayan section of the Pan-American Highway crosses the flat coastal districts past the palm trees and sand dunes of Rocha and into the northern area of freshwater lakes and exotic flora and fauna of one of Uruguay's national parks. We cross into Brazil at Chui-Chui and continue to Porto Alegre at the head of the Lake of Ducks. The five rivers that join the lake here have helped make the city one of Brazil's principal beef ports.

Going inland we climb the escarpment onto the rolling Brazilian cattle lands and two days travel brings us to Sao Paulo which is linked with Rio across the high Pampas by the Dutra Highway, one of Brazil's best roads.

On the low-lying coastal areas and in Rio humidity is high but tolerable.

Rio de Janeiro is one of the most beautiful and magic cities in the world with sweeping bay and cluster of small islands dominated by Sugarloaf mountain, the Finger of God and the encompassing arms of the magnificent Christ of Corcovado – Brazilians say 'God made the World in six days; the seventh he devoted to Rio'. It is an open city of luxurious greenery, bronze statues, fountains, lively pavement cafés and "the most spectacular suburb" in the world, the curve of Copacabana Beach backed by skyscraper apartments. We shall have three days to explore Rio and will spend two nights (group not individual expense) at a cheap hotel in the more dubious part of town!

We will return to Sao Paulo and at Curitiba turn towards Paraguay. Soon this leg of the Pan-Am Highway changes to a dirt road and the terrain becomes more forested towards the tip of the Misiones jungle and the Paraguayan border at Iguassu Falls.





PARAGUAY — 2 days — 206 miles

Iguassu Falls on The Parana River are reputed to be even more spectacular than either Niagara or Victoria. Two and a half miles wide, 275 separate falls drop 200 ft. between rocks and tree-covered islands. We will cross the river into Paraguay by the bridge upstream from the falls after detouring to the best vantage point on the Brazilian side. The highway from the falls heads towards Asuncion through pampa and marshland and rain forest (60 inches of rain per year falls mainly between December and March when the temperature is above 110 deg. with oppressive humidity; during winter however the climate should be temperate). Parts of this region support a variety of wild-life — jaguar, puma, monkeys and alligators.

Asuncion is the capital of the land-locked state of Paraguay, the river port and only town of any size and the point of access by ferry to Argentina. It is a poorly kept city of nearly half a million people yet in the poorer part of town there are some traditional Spanish Moorish buildings with their flowered courtyards and wrought iron grille-work. Nearby is a Maca Indian reservation and also lace-making villages where some of the work is so fine that a single mantilla may take years to complete.

ARGENTINA — 10 days — 1,922 miles

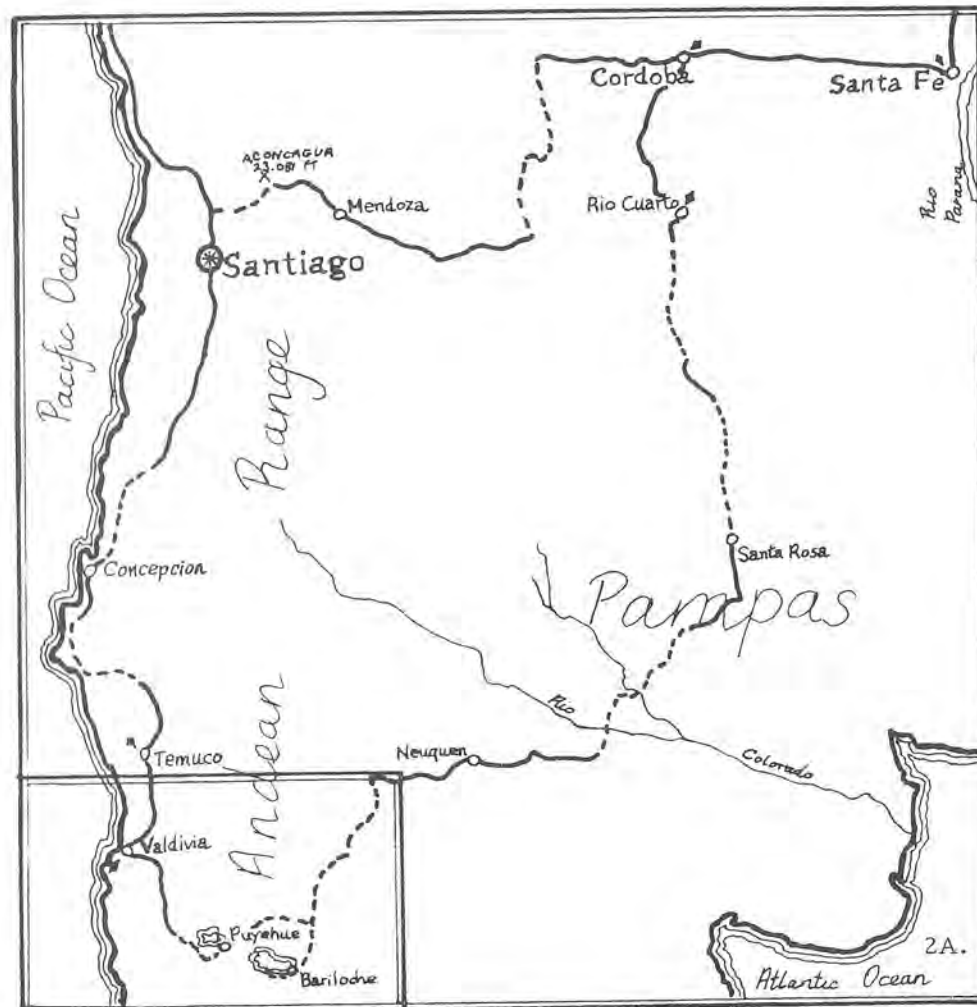
We enter the wilder part of Argentina passing through the northern rain forests to Resistencia and Reconquista in the region known as Mesopotamia. From here the road is tar-sealed as we approach the northern plains. The Pampas here is sparsely populated as the grassland is of lesser grazing quality than the 'tick free' (!) areas further south. We rejoin the Parana River at Santa Fe an inland port for ocean going vessels. 211 miles to the west is Cordoba situated at the edge of the Pampas facing the Andean foothills, the Sierras of Cordoba. One of the oldest colonial cities in The Americas Cordoba was founded in 1573 and famed for its location and buildings.

From Cordoba we have a choice of routes:

- 1) Santa Rosa — Neuquen — Bariloche.
- 2) Rio Cuarto — Mendoza.

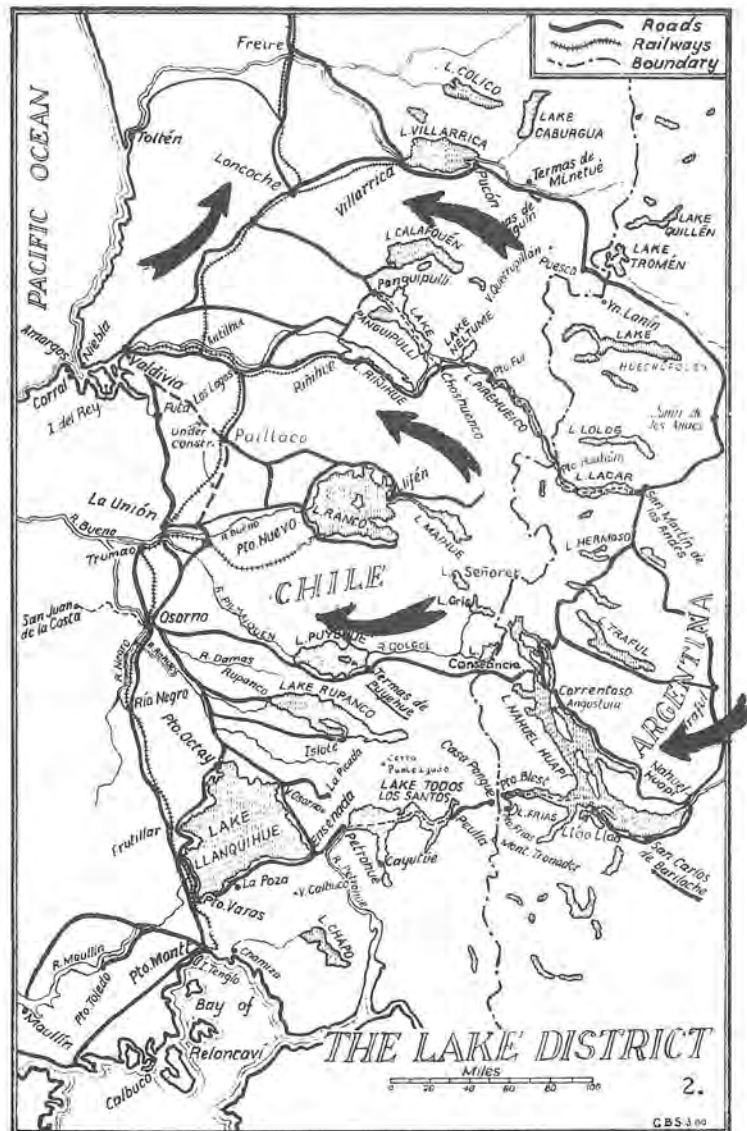
The ultimate decision on this will depend on local information of road conditions and the prevailing weather conditions. We expect to take the southern route (1) across the heart of the pampas on little-used roads away from the populated areas and cross into the spectacular Argentine and Chilian lake districts near Lake Puyehue. However winter conditions on the pampas bring extremely cold winds, the Andean passes in the south could be impassable and we are not entirely satisfied with the reliability of differing information on the season's conditions in these areas. We feel that this would be by far the more interesting and enterprising route and that if the southern Andean passes are open it is our intention to use them if circumspect to do so.

Following the southern route (1) the surface road ends at Rio Cuarto and we will travel through the central pampas and main agricultural areas of Argentina; open, rolling cattle grasslands with high winds and the few remaining unmechanised gauchos. The terrain varies from very wet to dry and arid.



See detail page 5.

We cross The Colorado River into Patagonia and continue towards Neuquen. Beyond are the sierras and the climb into The Andes. Although the range is considerably lower here than further north there are several peaks above 10,000 ft. We will enter the Lake Nahuel Huapi National Park and the Chilean and Argentine lake districts. These are spectacular mountains of vivid colours and rock formations and glaciers and volcanoes surrounding ancient forests, lakes and waterfalls. Apart from the 'Switzerland of America' it has been called one of the most beautiful and awe-inspiring parts of the world and an essential feature of any visit to South America. It will also be cold.



There are two main road routes through the lakes to Chile – the Tromen Pass to the north and Lake Puyehue to the south. Around the shores of Lake Nahuel Huapi are open prairies and vast forests where the trees are centuries old and reach heights of 150 ft. Large flocks of wild fowl are to be seen around the blue waters and it is said the mountains and the loneliness give a haunting charm. Traful is a short distance to the north, through Valle Encantado (The Enchanted Valley) with its fantastic rock formations. Near Lake Tromen and the Chilean frontier are the old volcanoes of Villarica and Lanin and the Lanin National Park with its numerous red deer. Leaving the Lake District via Freire and Temuco we pass the smoking cone of Volcan Llamma (10,000 ft.).

We have no information on the Puyehue Pass. This we plan to obtain locally and a decision on which route to take can be made at Bariloche by the group.

CHILE – 12 days – 2,104 miles

Once inside Chile The Andes fall away sharply to the flatter coastal strip and the Pan Am Highway again. We are now in the Central Valley, the populated and agricultural area of Chile – large farms and vineyards and temperate European climate. It was once colonised by Germans and the number of blond, bland local girls attests the people's origin. On our way to Santiago we pass through Concepcion on The Pacific Ocean, one of Chile's main seaports, notable for its high winter rainfall and its earthquakes.

The alternative (2) is to follow the Pan Am Highway over the 12,650 ft. Uspalata Pass by Mount Aconcagua (23,081 ft. and the highest in the hemisphere) into Chile. The Statue of Christ of The Andes at the top of the pass symbolises eternal peace between Argentina and Chile but appears to be somewhat overshadowed by the mountains – prodigious, towering sharp snow peaks standing in stark relief against the blue of the sky. The mountain barrier traps the rainfall on The Pacific side so that the Chilean descent is through green valleys while the Argentine side is barren rock scenery. If the top of the pass is blocked by snow there is a tunnel through the highest part.

Santiago is just another modern city – but in a setting on a wide plain in full view of the snowcapped Andes. Every South American country has had its outstanding revolutionary leader. Santiago would appear to be almost entirely dedicated to the glorious memory of one of the most incongruous – Senor O'Higgins.

Coquimbo marks the transition between the Chilean Heartland and the Atacama Desert. We know little of the area from Coquimbo to Antofagasta. Many of the coastal towns are prosperous, inland are the nitrate, gold and iron mines of the desert. As the deposits are worked out and the mining population moves on ghost-towns, some perfectly preserved, are all that remain of civilization's brief visit. Water becomes scarcer as we move north. Antofagasta is the main nitrate port of Chile – arid and no rainfall, all the water has to be piped from The Andes. The earth in the square was brought from Britain as ballast on sailing ships in the last century.

Our arrival at this forsaken place comes after six weeks of the trip and over a third of the total distance, our departure begins the phase of the expedition that will take us into the high Andes of Bolivia and Peru.

"As the traveller climbs over the huge Pacific Shelf where no rain falls and nothing grows, among dead volcanoes and livid lake beds, he cannot help thinking that he is being transported across the deserts of the Moon." We have left the Pan Am Highway to meet road conditions that are going to be some of the worst of the trip. From the coast to the 13,000 ft. summit at Ascotan is 227 miles. The journey will take at least two days as we have been warned to expect a 60% loss of power from vehicles at the high altitudes towards the top (coupled with a slight loss of power from ourselves!). We pass through the oasis town of Calama, 7,000 ft. and the copper mines of Chuquicamata. Here is the largest open-cast mine in the world, which we hope to visit.

BOLIVIA — 8 days — 713 miles

We cross the frontier at Ollague surrounded by a dozen volcanic peaks, some over 17,000 ft. and still smoking. This barren landscape is the home of the llama and alpaca. There are no trees and tola heath, a prehistoric moss, is burned for heat. We are now on the high desert plateau of Bolivia, a region of soft sand and salt pans negotiable only by four-wheel-drive vehicles. Previous travellers write worried accounts:—"Beyond Uyuni the deep soft sand ends and there is danger of getting lost on the many tracks leading over the salt pans. The route is impassable after rain and off the tracks the salt takes a man's weight but a vehicle breaks through the crust to unfathomable depths of plasticine mud below".

At Lake Poopo the road improves and from Oruro is partly paved to La Paz across the Altiplano, the windswept plateau formed by a split in the main Andean chain of peaks. This is the original home of the llama and the potato. A phenomenon of the Altiplano is the luminous atmosphere giving exceptionally clear views of the highlands.

La Paz, the world's highest capital, is in a narrow deep canyon dominated by snow-capped Mount Illimani. La Paz was built on this site by gold-seeking conquistadors as the dip in the Altiplano protects it from the winds and the city enjoys a pleasantly dry and warm climate. Most of the city is newly built but the Indian population lives in the older steep terraced quarter on the heights. The Avenida Buenos Aires here has a reputation as one of the most turbulent and exciting streets in South America. Especially since the Second World War left-wing revolutionaries have continuously clashed with the establishment and from this has grown story and legend of today's Latin American heroes including the much loved and hated Che Guevara. There is a raucous Indian market with vendors dressed in braids and bowler hats. In the Plaza Murillo is a lamp-post from which a president was lynched by a mob in 1946. The lamp-post is now guarded by two army sentries.

It is only a short distance from La Paz to the southern shores of Lake Titicaca and the ruins of Tihuanaco. Built around 10,000 B.C. they predate the pyramids — monoliths, aqueducts, temples and The Gateway of the Sun a colossal structure hewn from a single rock and decorated with human and animal forms. Perfectly interlocking blocks of stone weighing hundreds of tons are placed so close together that a knife blade cannot be inserted between them. The mechanics of such a feat by an ancient civilization with few tools is baffling.

Lake Titicaca is the highest navigable lake in the world and one of the deepest. Its oily limpid surface reflects so clearly that at sunrise and sunset images appear to be doubled and set in the middle of this sacred lake are the Inca islands of the sun and the moon. Flocks of flamingoes live around its shores and to fish its deeper waters Indians in their distinctive balsa reed boats come out from Copacabana the beautiful red-roofed lakeside town.

The best view is from the road that follows the edge of the lake through the Peruvian border at Desaguadero.



PERU

The road continues alongside the lake to its northern point, there are views of the brilliant blue reed-fringed waters dotted with balsa boats against a background of snowcapped Bolivian peaks.

Also seen are an assortment of Peruvian officials at the fifteen control points.

At the highest point on the road to Cuzco is La Raya where thermal springs stream out of the grass and water flows in one direction to Lake Titicaca and The Pacific, and in the other into The Amazon and The Atlantic. In the midst of these rugged cliffs and mountains is Cuzco the capital of The Incas and the archeological centre of America. Almost every street has its remains of Inca walls, arches and doorways and the ancient city walls can still be completely traced.

The Inca civilization flourished in the centuries before the coming of the Conquistadors. Theirs was a sophisticated social structure from the omnipotent Sapa Inca and his hierarchy to the lowest family group who paid tithes and taxes and who performed designated tasks in return for security and the welfare benefits of an almost Marxist society.

The provinces of this mountain Empire were administered from Cuzco along an arterial road system — there is no known Inca script and it would appear that orders were passed on by runners carrying a quipus, a system of recording by knots tied in cord.

On the outskirts of Cuzco is the ruined fortress of Sacsayhuaman. The carved stone blocks are even bigger and perhaps more impressive than those at Machu Pichu. The boulders around the rock throne from which the Sapa Inca reviewed his troops have grooves that were supposedly used for channelling the flow of maize-beer at festivals.

In the mountains 75 miles from Cuzco is Machu Pichu, 'Lost City of the Incas'. The existence of a connecting road is in doubt and we may have to take the 3 hour train journey. The complete city is set out on the saddle of a mountain and the terraced slopes fall to the river rushing in great hairpin bends below.

When the Spaniards entered Cuzco they murdered the Inca hierarchy and with the death of their demi-gods the state also died.

Machu Pichu was never discovered by the invaders and became the last Inca citadel, but it too slowly died and the jungle took over. The ruins: staircases, temples, palaces, towers and the sundial and observatory are complete except for their original thatched roofs. The graves of women outnumber those of men by 10/1.

In 1911 the ruins of Machu Pichu were found by a Yale University expedition under Hiram Bingham. The expedition put forward the theory that the 'virgins of the Sun' fled here from Cuzco, and it is also supposed that there may be other lost cities deeper in the jungle. Since the cataclysmic destruction of the Empire and the death of the Sun-god's earthly regent the Indian seems sunk in a dream from which to this day he cannot be awakened.



From Cuzco the road drops slightly passing through wheatlands and market towns where Indians come to sell their variety of rugs and blankets of llama wool. At La Oroya we turn off on a detour to Pucallpa and Iquitos. The road finally drops to 600 ft. over the two hundred mile stretch. Half way at Tingo Maria we are out of the Andes and into the tropics, a torrid region of bananas, rubber, coffee and cocoa. The final descent is made through the Baqueron Abad into 'lusciant jungle and sheer walls of bare rock punctuated by occasional waterfalls into roaring torrents below'. When the road was first planned it was thought that the lowest pass through the sudden upthrust of the Cordillera Azul involved a climb again to 12,000 ft. This route however was rediscovered after the surveyor chanced on a document concerning a Father Abad who in 1757 discovered this great cleft in the otherwise almost impassible range. 80 miles on is the still pioneer town of Pucallpa which can be reached up The Amazon from the Atlantic 2,900 miles away by 3,000 ton vessels. At Pucallpa we shall make arrangements to secure the vehicles and contents after selecting minimum equipment and stores for a river excursion 600 miles down the Ucayali and Amazon to Iquitos and a return by air.

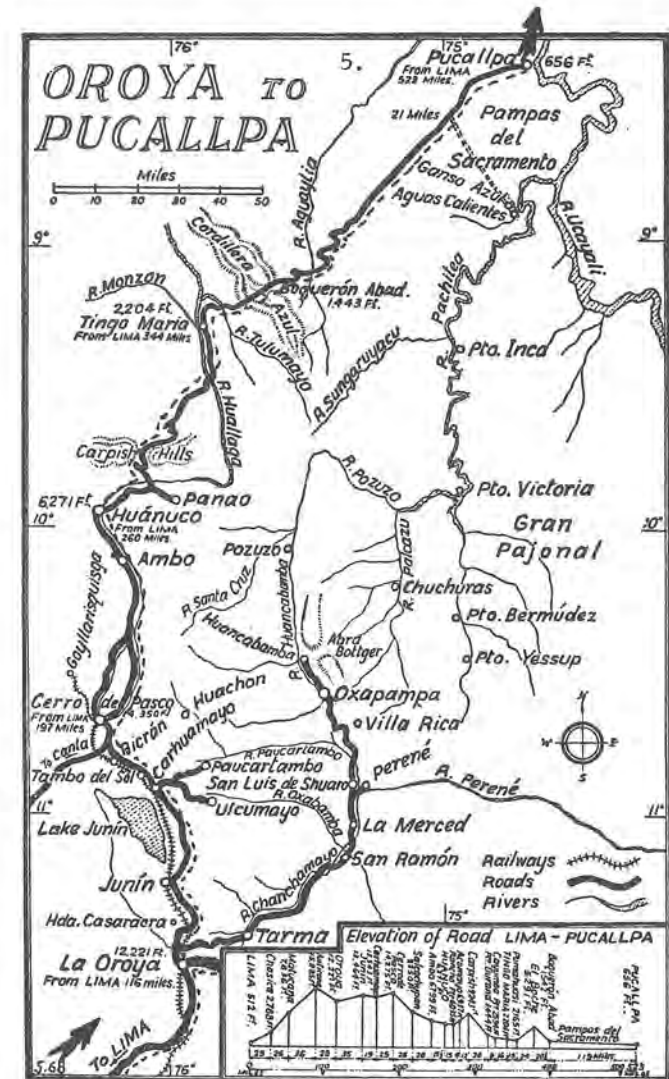
It will certainly be no luxury cruise. It will take five or six days aboard ancient steamboats calling often at jungle villages and trading posts. Rice and beans seems to be the main diet on these boats and so we will be supplementing from our own supplies and from what can be bought in the villages. Our cooking facilities may be basic (especially if in Pucallpa before leaving we are not granted permission to fly back with our gas cylinders). We will use our campbeds and mosquito nets and sleep on deck.

Iquitos is a thriving yet dilapidated community completely cut off by road from any other settlement. The remnants of rubber estates and plantation mansions remain in varying states of decay from the city's heyday during the rubber boom of the 1890's. These grand old residences of the rubber barons were faced in glazed tiles from Portugal and iron work from England. Vultures still stalk the streets like turkeys, there is the floating slum district of Belén, there are natives who still use blowpipes and poison arrows and naturalists who still trap monkeys, birds and snakes for the world's zoos.

There are several means of flying back to Pucallpa from Iquitos. We will probably use the Peruvian Air Force Catalan Flying-boat which stops at a number of points on the return journey up river.

Rejoining the trucks we climb back up to La Oroya and on across the spectacular rocky and winding Anticona Pass (15,889 ft. and the highest point on trip) to the western slopes of the Andes and so down into Lima.

Lima was founded in 1535 by Francisco Pizarro and was built in easy reach the Pacific as a mountain capital was useless to the sea-going Spaniards and until the independence struggle of the Latin American countries was the capital of all Spanish South America. In the centre of old Lima is the splendid cathedral and Archbishop's Palace, the Town Hall and Pizarro's House which is now the President's Palace. 'Changing of the Guard' takes place here daily at one o'clock. The city has the oldest bull-ring in America and frequent 'corridos' with the most famous matadors from Spain.



This city was once the epitome of now familiar Spanish-colonial architecture but the skyline is inexorably altered by the overnight birth of skyscrapers and concrete. From June to October the city is often encased by the 'Garua', a phenomenon of humidity that appears to be light rainfall but in fact is a suspension of minute water particles in the form of a Scotch mist. Thus the climate is uncomfortable and clothes don't dry.

The coastal strip northwards to Ecuador is not wider than 100 miles and before Chimbote we will pass through cattle grazing land and sugar-cane plantations interspersed with tracts of desert. The road and towns from Casma to Chimbote were shattered by the earthquake of 31st May 1970. Casma was wiped-out. This was one of the worst earthquakes in history — in a few hours 10% of Peruvians were homeless and thousands died. The rubble and devastation of this Armageddon will be a stark reminder of how total tragedy in one continent can pass unfelt in another. No doubt we shall look on with horror — and then leave.

North of here the coastal strip changes to complete desert but contains the three great oases of Peru — Trujillo, Chiclayo and Piura — old towns amongst sudden patches of intense cultivation and greenery. We now cross the Sechura desert towards La Tina the frontier town and Cuenca in Ecuador. We hear the road from La Tina to Cuenca is rough, winding and in bad condition as it climbs back into the Andes.

ECUADOR — 5 days — 726 miles

Here the Andes have split to create a 250 mile wide trough between the two main ranges which are connected by eight high transverse ridges. The countryside is poor, dry and windswept and the Indians withdrawn and wrapped up. The principal town of this remote country is Cuenca where many marble buildings and cobblestone streets of the Spanish remain.

After the highest point on the road to Quito the great snowcapped Ecuadorian volcanoes appear — Chimborazo, Altar, Tungurahua and the most spectacular of them all, the burning head of Sangay, 'the world's most active and inaccessible volcano'. As we drive between them they seem close because of the clear atmosphere. Sangay can be seen glowing in the night and the surrounding towns are sometimes strewn with ashes.

Few capitals have a setting to match Quito's; the old city's cobbled streets and viaducts spanning deep ravines are encircled by the mountains, covered with a patchwork of pastures and wheatfields, dominated by the slumbering volcano of Pinchincha. In the monastery of La Merced is Quito's oldest clock — the twin brother of London's Big Ben.

Although only fifteen miles from the Equator (viz Ecuador) Quito enjoys a spring climate.

At the Equator on our road north is a solar museum with displays of Ecuador's ancient sun-cult and a solar chronometer. The two doors are marked 'North' and 'South'. (Actually, since this location was determined in 1735, the exact position of 0 degrees Lat. has been recalculated at about 2 miles to the south.)

Further north are the valleys of Ibarra and the market towns of Otavalo and Cayebe. Apart from fruits and vegetables and dairy products these markets sell a large variety of woollen goods made by the Otavalo Indians, a lively and prosperous tribe apparently recognisable by their distinctive white bellbottom trousers and bright blue ponchos. In the market at Otavalo cock-fights are held every afternoon.

In the valleys are negroes whose ancestors were brought over from West Africa by the Jesuits in the 17th century to farm the ecclesiastical estates. These farms still produce a good selection of European type cheeses and along our way we can buy fruit from the now integrated negroes.

To the west of these hills is Santo Domingo de los Colorados. The Colorado Indians appear in traditional dress in the market to sell red achiete, buy provisions and drink kerosene — not many smoke. 'Santo Domingo has the boom-town air of the American west of a century ago; wooden houses, mud streets, a number of cabarets and houses of pleasure and music blaring nightly in the byways'. We shall detour here if in Quito opinion endorses this description, if a visit seems worthwhile and only if time allows. (We have a boat to catch in Buenaventura.)

From Ibarra we cross into Colombia the last of the South American countries we visit.

COLOMBIA — 5 days — 389 miles

We travel through similar countryside to that of northern Ecuador; quiet colonial towns and goldmines started by the Spanish, where Conquistador hopes came nearest to their dreams of El Dorado between bare rolling hills and volcanoes.

We finally drop away from the mountains near Cali into the green tropical rice and cotton districts of the foothills and then the luxuriant jungle of the coast and Buenaventura. Buenaventura was once a malaria ridden outpost in the heart of this tropical rain belt. It is now a hot crowded seaport where we shall load the vehicles onto the reserved deck space of the M.N. 'Donizetti' for the two day voyage through the Panama Canal to Cristobal.

Note: The Pan-American Highway has yet to be surveyed let alone built through 'the Darien Gap' from northern Colombia to Chepo in Panama — an uncharted region of swamp jungle and tales of vampire bats. At the time of writing we are awaiting further news from The British Army Trans-Americas Expedition which is surveying and pioneering a route through the Gap. If they do push through a motorable route we will make full use of it ourselves. However Major J.N. Blashford-Snell, M.B.E., R.E., of the expedition informs us that they expect to be floating rather than driving through the swamplands of the Atrato River in the Colombian sector — and it is rumoured that a quarter of a million dollars worth of General Motors are abandoned bogged-down in the Panamanian sector, remnants of an earlier attempt to complete the road.

CENTRAL AMERICA — 13 days — 1,592 miles

Central America comprises the seven smallest countries in Latin America: Panama, Costa Rica, Nicaragua, Honduras, El Salvador, Guatemala, and British Honduras. Together they occupy less than the total area of Texas. They all have much in common geographically, all are mountainous and share a wild beauty. Many of the old Spanish towns are currently described as 'a poster artist's dream'.

The Spanish settlers in the 16th century brought European viruses and diseases with them which almost completely wiped out the indigenous population and today Central America is almost entirely European and Negro with little sign of the earlier inhabitants other than a few ruins.

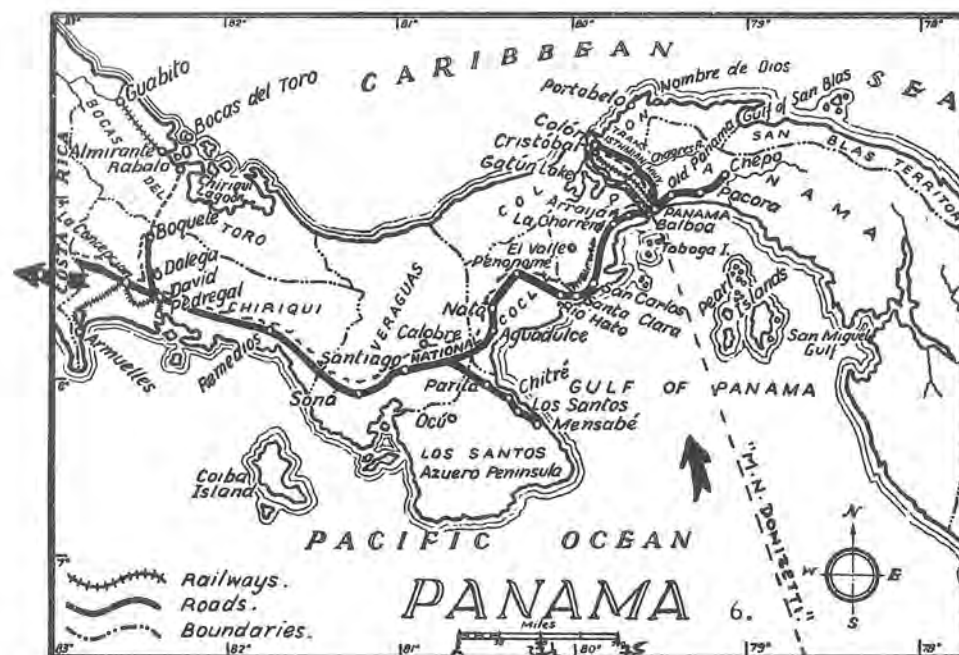
PANAMA. Most people are fascinated by the Panama Canal — 'Few foresee that the scenery is so beautiful or that the mechanics of the passage are so absorbing'. The ship rises by a series of locks to 85 ft. above sea level before descending to the Caribbean eight inches lower than the Pacific. Cristobal where we dock is a bustling free-port and Front Street, with its duty-free shops and atmosphere of oriental bazaar, has merchandise of every description from the markets of east and west. From Cristobal we will take the Isthmian Highway back to the Pacific and Panama City on the edge of the American owned Canal Zone — a sterilized answer to the encroaching tropics.

Panama City is a tropical melting-pot for the world's less scrupulous dropouts. It has a large Chinese population and shows Spanish and American as well as Eastern influences in priceless treasures, modern buildings, and tawdry honky-tonks. Parts of the garrison town once used for storing gold from Peru still remain. The city was moved to a more defensible position after being sacked by Captain Morgan in 1672.

Leaving Panama City we cross the Canal by the Thatcher Ferry Bridge. The terrain changes from the jungles of the canal zone to the uplands of David from where we take the short diversion to Boquete in the Chiriqui Highlands. Tapir, Puma, Jaguar, hogs and deer are found here among orange groves, coffee plantations and flower estates.

COSTA RICA. We cross the border to Golfito, the banana port, then rise once again on bad roads to 11,000 ft. to cross the continental divide to Cartago and San Jose the capital. San Jose is reputed to contain the most beautiful women in the world and slight earthquake shocks are frequent. Some of the streets are narrow threading between wooden houses while others are wide and clear flanked by spacious parks and gardens.

Re-entering the jungles from San Jose we cross into NICARAGUA and pass the lake of the same name. Here are volcanic islands and sharks adapted to fresh water, and Volcan Santiago — an accessible and slightly active volcano. A road leads part of the way up the side and with our vehicles we should be able to drive to the rim of the crater. "It is a spectacular crater — colourful rock dropping 200 ft. to the lava plug with steaming hot vents and encrustations of multi-coloured sulphur. The sight of vivid lava-flow vegetation and the variety of coloured parrots and the view across Lake Magagua is a striking event in your life."



At San Lorenzo in **THE HONDURAS** we leave the Inter-American Highway and the torrid Pacific coast for Tegucigalpa the capital, and Siguatepeque where we turn off the main road to Gracias and Santa Rosa. This route we understand is in poor condition and in the wet season is seldom used other than by four-wheel-drive vehicles. However it passes through the hub of the ancient Maya culture and to the ruins of Copan near the border with Guatemala.

The Mayan civilization rose during the 8th century then for an unexplained reason fled north leaving behind a complex of buildings around which life and religion revolved. In the number of steps and in the repetition of design and in the perfectly carved stone is incorporated the Mayan calculations and astronomical calendar. This calendar was accurate to within 100th of a second per year and plotted exact movements of the moon and planets. They achieved amazing mathematical calculations, levelled hillsides and terraces and built perfect pyramids but had not discovered the wheel or used beasts of burden. Some of the most detailed and complex work that survives here is at Copan in the 21 stelae and stone columns on which the passage of time was recorded. Sculptured blocks show carvings of faces, figures and animals and one frieze has details of fantastically adorned astronomer-priests in scientific conference.

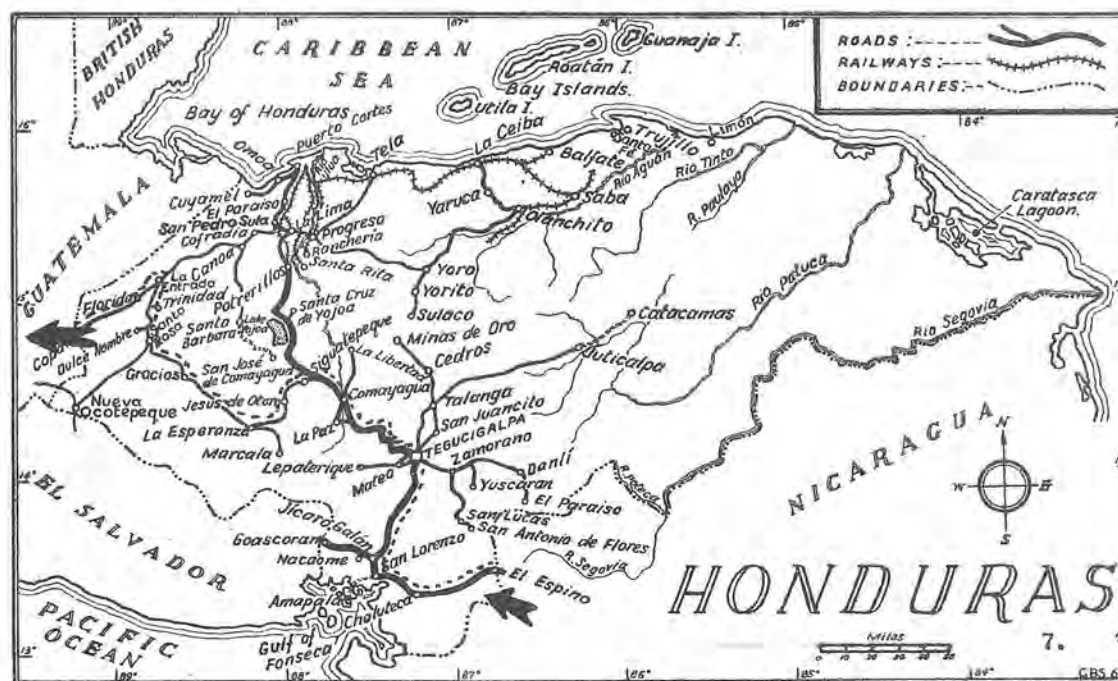
These ruins, just as those in Bolivia and Peru, have been the subject of considerable debate recently and many feel these ancient cults were instructed and aided by a super-civilization either from another planet or from some now extinct society on

Earth. Though much of this is sensationalism, not all the published 'evidence' on these theories can be entirely ignored For those by now weary of ruins, there are some interesting tobacco plantations in the surrounding area.

We cross into **GUATEMALA** near Zocotan and the volcanic ash of the soil makes the old roads either exceptionally dusty or muddy. We will pass through undulating fertile country to Guatemala City set in a gash in the Sierra Madre. This is the home of Marimba music played on a large xylophone by eight or nine players and still heard in clubs and bars around the city.

40 miles from Guatemala City and 5,000 ft. above sea-level is Atitlan a beautiful lake of changing colours that reflects purple highlands and olive green hills. In these hills is Chichicastnango in the country of the intriguing Mayan-Quiche Indians. The sleepy town is built around a dusty plaza planted with eucalyptus and jacaranda trees. Two churches face one another across the square; these are the centres of the present-day Mayan ritual religion and no foreigner may enter them or even stand on the steps. Aldous Huxley wrote of the Mayans 'there are no better Catholics and probably no better pagans'. 20,000 Indians live in the surrounding hills flooding the town on market days. These few remaining Mayans have a reserved and detached outlook on the rest of the world and retain their traditional dress, techniques, political, social and religious organisations. Their villages are not often visited along this narrow winding road through wild and awe-inspiring scenery.

We rejoin the Inter-America Highway and enter Mexico at Guadalupe de Guzman.



MEXICO — 12 days — 2,560 miles

In Mexico we will be travelling on better roads that improve as we journey north past quiet lakes and forests to the Zapotec Indian towns of Inchitan and Tehuantepec where exists the original American matriarchial society. The alert and forceful women provide for the family, run the market and organise local government while the dependant male dutifully works in the fields or as a weaver never daring to put foot in the market.

A further 150 miles brings us to Oascaca whose famous old church has an interior of gold-leaf "that must be seen to be believed". Then we will continue through the barren Oascaca valley where the red dust road winds unendingly over the Sierras to 'The City of the Angels'. Puebla is one of the oldest and most famous cities in Mexico and lies in a district of cooler wooded mountains that belies the nearness of the scorched Sierras. In the church of La Compania a plaque marks the spot where, story has it, China Poklama is buried. This mythical lass was a beautiful Chinese princess who was captured by pirates and abducted to Mexico where she was converted to Christianity and took up good works and an individual style of dress that has become the national costume.

It is now only a short distance to Mexico City in the valley of the Sierra Nevada and sprawling beneath the sentinel of the snow-capped volcano Popacatarpetl. The city

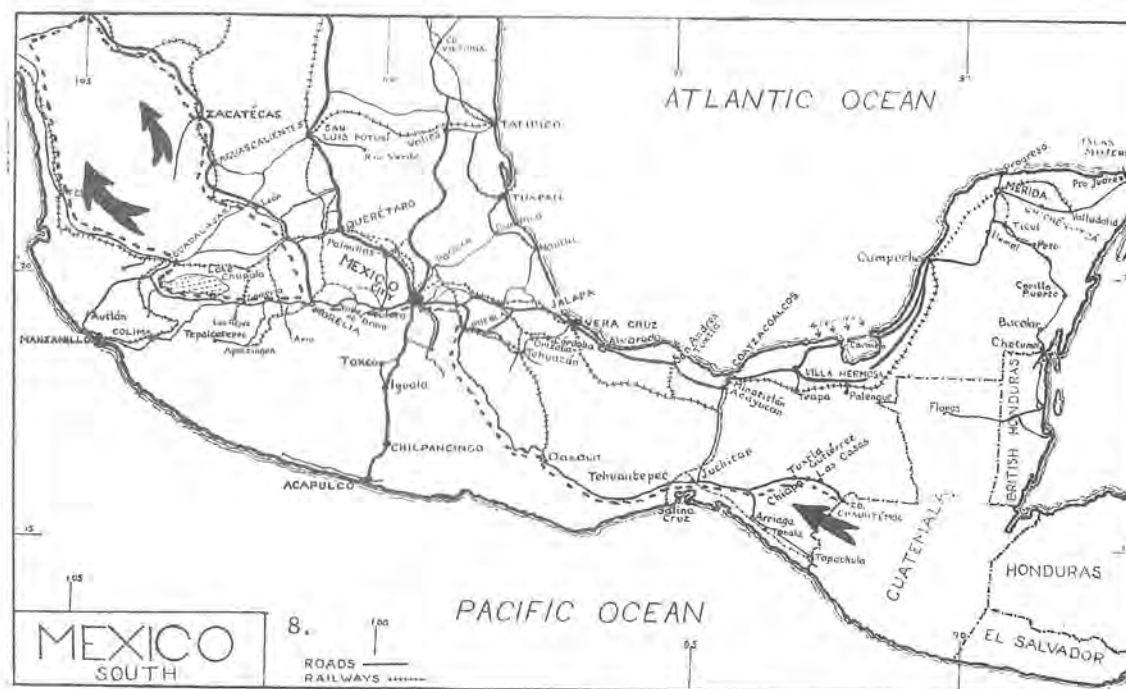
suffers from a fever of demolition and building — "the architecture ranges from Spanish Baroque to vast skyscrapers, with bull-fights every afternoon and soccer every morning".

From Mexico City we travel for 200 miles across the gorges of the Sierras to Morelia — "the rose-tinted city" that is famed for pottery and woodcarvings, peasant jewellery, blankets, and the 224 arches of the mined aqueduct built in 1798.

After Guadalajara we descend from the Sierra plateau down through a series of tunnels hanging high above the huge ravine and on through the State of Sinaloa, the desert, cactus strewn region of silver mines and gold diggers that is known for its peculiar brand of music. The Banda Sinaloense can be heard any time of day or night in restaurants, bars, dance-halls, on the streets and at feasts and holidays. The band is a liberal mixture of saxophones, trumpets, tubas, maracas, drums and loud voices, playing an unabashed, brutal and lively music that is a combination of military brass band and dixieland jazz "that has a curious acoustic potency and aliveness rarely matched".

The last town is Mexicali (a contraction of Mexico and California) and we cross the border into its American counter-part Calexico.

Then 234 miles of American super-highways brings us to Disneyland(!) and to Los Angeles; to the synthetic realities of Western Civilization and the end of the trip.





LIFE EN ROUTE

The E.O. vehicles are the now famous 3 ton, four wheel drive Bedford trucks that E.O. build to exclusive expedition specification for work with cross-country trailers in Asia and Africa. They are powered through eight forward gears by five litre diesel engines and the whole expedition truck and trailer unit is meticulously equipped at our workshops to meet the very exacting requirements. The unit is enormously rugged, powerful and dependable with a cruising speed in usual conditions of 48m.p.h., and with giant fuel tanks giving an average range of 1,200 miles. They will be carrying sand-mats, snow chains, and other sophisticated equipment including shovels!

They are designed for a group of 18 that includes drivers, with belongings and equipment, food etc. stowed on the vehicle and on the trailer. The trucks have specially built convertible tops that give complete protection when required but which are usually rolled open. There is uninterrupted vision and plenty of air and sunshine, but dust is kept to a minimum. The roof can either be rolled right back or kept as a sun-canopy when really hot, while in colder weather the view from the enclosed heated truck is through clear perspex. They have luxury high-back coach seats and are very comfortable indeed. There is more leg and head room in E.O.'s vehicles and far more space per person and room to move around than in any other expedition vehicle used.

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

The expedition will be equipped with specially made tents each with two comfortable camp beds and room for luggage. Quite often especially in the deserts and tropics people will probably prefer to sleep out under the stars. The mosquito nets that will sometimes be needed are tailored to fit the camp beds and can be used inside or outside the tents. In our experience we have found hammocks sometimes to be a useful alternative to camp beds — members would need to supply their own. We have information of a few organised camp sites which we shall be using and whenever there is wood enough, (and wine) camp fires will crackle. Not all nights are spent under

canvas; a few are spent in cheap hotels, on the river boat and sailing between Buena Ventura and Cristobal.

Good food is an essential part of our expeditions and we have based our planning on three meals a day — a cooked breakfast, a light lunch and three course supper. The large supply that will be carried on the vehicle will give a good variety of diet and menu. However this will need supplementing whenever possible with fresh provisions, such as fruit, vegetables, eggs and bread, that we will be buying from the villages. Thus usually we shall be cooking our own meals, eating well and alleviating the risk of dysentery. Each week we'll find an interesting restaurant with some night life and enjoy some of the best local dishes.

In cases such as the trip to Iquitos when we will be leaving the vehicles we shall only be able to carry rudimentary cooking and camping equipment.

CONNECTING TRAVEL

1. From U.K. (or Europe: Expedition vehicles and equipment are being shipped from Southampton to Buenos Aires. Berths can be reserved for any members of the expedition interested. The cost of the voyage (six-berth cabin) is from £142. Other shipping is available at slightly higher cost.

The non-concession air fare from London to Buenos Aires is £190. A concession air fare will possibly be available, £150 approx.

2. From U.S.A. and Canada:
 New York—Buenos Aires:— by American Republic's Line.
 San Francisco and Los Angeles—Buenos Aires:— by Pacific Republic's Line.
 Also concession air fare:
 Vancouver—Lima by Canadian Pacific Airways and Lima—Rio/Buenos Aires by Braniff Airlines.
3. From South Africa:
 Regular flights to Buenos Aires and Rio de Janeiro.

Further details on request.

JOINING. When you have decided you are interested in joining the expedition, you should complete the Encounter Overland Booking Form and return it with the required deposit of £35 or \$100 which will be acknowledged and your place confirmed. If for any reason we cannot offer you a place the deposit will be returned at once.

All members of the expedition must be under 35 but over 22 and physically fit – the only possible exceptions to this are if someone is known to us personally from a previous E.O. trip or can otherwise persuade us of his suitability.

We suggest that if at all possible you should meet up with us prior to deciding to come, but if this is not possible we would greatly appreciate at least a few relevant facts about you and your interest in the expedition.

GROUP MEETINGS will take place in London during the six weeks prior to the expedition's departure. These meetings will serve the dual purpose of being the opportunity for people to start getting to know each other and for various administrative points to be finalised. Members of the expedition will be informed of the dates of these meetings and encouraged to attend at least one.

Meetings of a more general nature are held regularly and tell of the various E.O. projects throughout the year.

THE BALANCE of the cost of the expedition Buenos Aires–to–Los Angeles is due **NOT LESS THAN 30 DAYS** before the expedition leaves London. Connecting travel costs are due as and when required by the carrier which in many cases is 6–8 weeks before departure.

INSURANCE. Each member of the expedition **MUST** be fully covered by insurance. Encounter Overland is well known to several reputable Insurance Companies and brokers who are prepared to cover this journey, and we will be pleased to put you in touch with them. It should be pointed out that the trip is termed 'a journey of a hazardous nature' and certain premiums are slightly loaded accordingly. There is no objection to your own insurance arrangements, however you are recommended to point out the nature of the project to your insurers.

ENCOUNTER OVERLAND LTD
271 OLD BROMPTON ROAD
LONDON S.W.5
Tel: 01-370 6951/2

and

ENCOUNTER OVERLAND (PTY) LTD
532 MARITIME HOUSE
LOVEDAY STREET
JOHANNESBURGH
8.34-7268

A policy must cover the following minimum benefits:

1. Personal Accident Insurance not less than £2000.
2. Medical Expenses not less than £500.

Also Personal Cancellation and insurance of valuable items of baggage is recommended.

The names and addresses of insurers and specimen policy will be sent to you on request.

Passports should be valid for the duration of the expedition and if possible should have at least 13 empty pages for visas and border stamps. If this is not possible then passports can be renewed or extended en route.

Visas will be obtained under the direction of Encounter Overland and to this end passports should be made available to us for a period of about two weeks close to the departure date. This will not be possible of course in every case and in such circumstances individuals should liaise with us and obtain for themselves as many as possible of the visas as required and directed on pages 16 and 17. People in South Africa will only be able to obtain in advance four of these, and in all cases several of the visas will be obtained in South America. A total of thirty photos will be needed for all visa requirements.

Inoculations. Injections against smallpox and cholera are required and international certificates of vaccination must be shown at several borders. T.A.B.T. inoculation (against Typhoid, para-Typhoid and Tetanus and as a general measure against Bacillary Dysentery) is also strongly recommended, as is vaccination against Polyomyelitis, Yellow Fever and Typhus. You may wish to get a Gamma-Globulin injection against Hepatitis.

Other Administrative Details including copies of the mailing address list for distribution among relatives and friends will be sent to you as will the suggested clothing list and personal equipment list. Six weeks from the expedition date of departure from London you will be receiving details of the group meetings in London and the departure arrangements and also the names and addresses of all members of the expedition.

In all other ways you will be kept in the picture and be given all the necessary help with any aspect of your arrangements. To this end please contact us; phone, write, come and see us.

VISAS REQUIRED BY:—

COUNTRY	LONDON	WASHINGTON	BRIT.	S.AFRICA	U.S.A.	AUST.	N.Z.	CAN.	VACCINATIONS	REMARKS	CURRENCY
ARGENTINA	9, Wilton Crescent London, S.W.1. TEL: 584-1701	1600 New Hampshire Avenue, N.W. Washington 9 D.C.		*		*	*		Smallpox	No forms/photo- graphs. Present passport & smallpox vac. cert. at Consulate <u>Obtain double-entry visa</u>	AR \$ = 1 New Peso = 100 Old Pesos AR \$ 10.64 = £1 AR \$ 4.40 = U.S. \$1 } <u>OFFICIAL</u> NO RESTRICTIONS
BOLIVIA	106, Eccleston Mews London, S.W.1. TEL: 235-4255	Suite 212 1145, 19th Street, N.W. Washington D.C.							Smallpox	<u>Obtain double-entry visa</u> FREE	B \$ = 1 Peso B \$ 28.50 = £1 B \$ 11.88 = U.S. \$1 NO RESTRICTIONS
BRAZIL	6, Deanery St. London, W.1. TEL: 499-7441	3000, Massachusets Avenue, N.W. Washington 20008 D.C.		*		*	*		Smallpox Cholera Yellow Fever	Aust — Gratis. N.Z. — £1-50p 1 form: 1 photograph. Must enter Brazil within 60 days of issue of visa	Cr \$ = Cruzeiro Cr \$ 14.30 = £1 Cr \$ 5.61 = U.S. \$1 Max. \$1,000 allowed out of country
COSTA RICA	3, Braemar Mansions Cornwall Gdns. London, S.W.7. TEL: 937-7883	2112, 'S' Street, N.W. Washington 20008 D.C.		*	*	*	*	*	Smallpox	Can. } U.S. } Gratis Aust. } N.Z. } £2-50 No forms/photo- graphs. Present passport at Embassy	15.92 Colones = £1 6.65 Colones = U.S. \$1 } <u>OFFICIAL</u> NO RESTRICTIONS
CHILE	3, Hamilton Place London, S.W.1. TEL: 629-4236	1736, Massachusets Avenue, N.W. Washing 20036 D.C.							Smallpox. Polio highly recommended	Tourist card issued free at border "\$8 per person for each day of stay to be cashed at border"	E ^o = Escudo Approx. 50 E ^o = £1 20 E ^o = U.S. \$1 } <u>OFFICIAL</u>
COLOMBIA	3, Hans Crescent London, S.W.1. TEL: 584-4398	20119, Le Roy Place, N.W. Washington 20008 D.C.		*	*	*	*	*	Smallpox	Visas obtained on route	53.0 Pesos = £1 20.86 Pesos = U.S. \$1 } <u>OFFICIAL</u> No pesos allowed out of country
ECUADOR	3, Hans Crescent London, S.W.1. TEL: 584-2648	2535/15th Street, N.W. Washington 20009 D.C.							Smallpox	embarkation card — obtained at border	S = Sucre S60.6 = £1 S25.25 = U.S. \$1 NO RESTRICTIONS
GUATEMALA	Rione 73, Rue de Courcelles Paris 8		*	*		*	*	*	Smallpox Cholera	Visas obtained on route. Guatemala has ceased diplomatic relations with Britain	Quetzal — on par with U.S. \$ Q2.419 = £1 Q1.00 = U.S. \$1

VISAS REQUIRED BY:-

COUNTRY	LONDON	WASHINGTON	BRIT.	S.AFRICA	U.S.A.	AUST.	N.Z.	CAN.	VACCINATIONS	REMARKS	CURRENCY
HONDURAS	48, George St. London, W.1. TEL: 486-4880	4715, 16th Street, N.W. Washington 20011 D.C.		*	*		*		Smallpox	1 form, 1 photograph £1-50p/visa	Lempira or Peso par value is ½ U.S. Dollar L 4.78 = £1 L 2.00 = U.S. \$1 NO RESTRICTIONS
MEXICO	48, Belgrave Sq. London, S.W.1. TEL: 235-6393	28-29, 16th Street, N.W. Washington 20088 D.C.	*	*	*	*	*	*	Smallpox	Visa = tourist card Obtained on route	30.15 Pesos = £1 12.49 Pesos = U.S. \$1 NO RESTRICTIONS
NICARAGUA	8, Gloucester Rd. London, S.W.7. TEL: 584-3231	1627, New Hampshire Avenue, N.W. Washington D.C.		*	*	*	*	*	Smallpox	Visa — gratis Present passport + 2 photographs at Embassy	Cordoba C16.80 = £1 C 7.00 = U.S. \$1 NO RESTRICTIONS
PANAMA	23, Billiter St. London, E.C.3. TEL: 709-9833	2862, McGill Terrace, N.W. Washington 20008 D.C.		*	*	*	*	*	Smallpox	Visas for U.S. Citizens — gratis, others £2-50 2 photographs	Balboa — completely interchangeable with U.S. notes & coins 2.40B = £1 1.00B = U.S. \$1 NO RESTRICTIONS
PARAGUAY	Braemar Lodge Cornwall Gdns. London, S.W.7. TEL: 937-6629	1825, Connecticut Ave., Washington D.C.		*					Smallpox	Tourist card issued free on entry for those not requiring visas	Guarani = G G300 = £1 G126 = U.S. \$1 NO RESTRICTIONS
PERU	52, Sloane St. London, S.W.1. TEL: 235-6867	1320, 16th Street, N.W. Washington D.C.							Smallpox	embarkation card = 88p; except N.Z. & Aust. = 88p plus 88p for visa = £1.76 No forms or photographs	Sol S103.96 = £1 S 41.0 = U.S. \$1 No Peruvian currency allowed to be brought in or taken out of Peru. Declaration of foreign currency made on entry
URUGUAY	48, Lennox Gdns. London, S.W.1. TEL: 589-8735	1918, 'F' Street, N.W. Washington 20006 D.C.		*		*	*		Smallpox	Make appt. to see visa section at Consulate. Includes examination by Embassy Doctor. Total cost £3.64 2 photos.	Peso = Ur \$ Ur \$ 603 = £1 Ur \$ 250 = U.S. \$1 NO RESTRICTIONS
U.S.A.	24, Grosvenor Sq. London, W.1. TEL: 499-9000		*	*		*	*		Smallpox	Visas obtainable London or on route	

When applying for visas, apart from your passport and photographs, you will need proof of onward travel and also a reference. Encounter Overland can be used, except in the case of the United States. Unless a U.S. passport holder you must be able to satisfy U.S. authorities of either proof of onward travel, a destination in Canada, or a valid work permit, or sufficient funds to support yourself and purchase a ticket home. In most cases this visa will be obtained in Latin America.

MONEY HINTS In order to make the most of the trip one ought not to have less than £80 (\$200) for personal spending, plus about £10 (\$25) for visas en route. Travellers cheques are of course safest but a small cash amount in dollars or sterling is useful.

CONTRABAND In many countries the strictest penalties for smuggling are imposed and at many borders careful examinations are apparently carried out. Fire-arms will not be carried.

MEDICAL The expedition will have a comprehensive medical kit including anti-malaria tablets, water purifying tablets, and anti-biotics.

PHOTOGRAPHY No special arrangements or precautions are necessary for either cameras or film except that cameras should be well protected in a strong case and both unused and exposed film should be kept in air-tight containers. Ultra violet filters are considered the norm.

WRITERS AND PHOTOGRAPHERS Encounter would like to have access to articles and photographs that result from the expedition, paying accepted professional rates and helping wherever possible with contacts.

COST

In line with usual Encounter Overland policy the cost of this first reconnaissance expedition through Latin America includes all expenses en route during the seventeen week journey from Buenos Aires to Los Angeles. It covers all the considerable pre-departure preparations, administrative costs and freighting expenses, all transport including ferry fares and the two-day voyage between South and Central America, all food including the times we eat out, and accommodation including the planned hotels and camp sites. It also covers such special detours as the penetration of the Amazon forest to Iquitos and journey up to Machu Pichu.

Not included is the cost of visas or personal insurance as these often vary from person to person, nor does the cost include people's short stay in Buenos Aires prior to the expedition's departure. (For an insight to personal expenses see money hints above.)

BIBLIOGRAPHY

- 'Tears of the Sun-God', J.H. Moore,
published by Faber & Faber.
- 'Summer At High Altitude', G. Meyer,
published by A. Ross Ltd.
- 'Round Trip From Poptan', A. Lisi,
published by J. Baker, London.
- 'History of Latin America', G. Pendle,
published by Penguin.
- 'Latin America', H. Blackmore,
published by Oxford University Press.
- 'Gate of The Sun', M.J. Austee,
published by Longmans.
- 'A Concise History of Latin American Culture', P.H. Urena,
published by Pall Mall Press.
- 'The Green Continent', G. Arciniegas,
published by W. Heffer & Sons, Cambridge.

ACKNOWLEDGEMENTS Encounter Overland wishes to thank the following for all their help:

The Foreign Office in London and Latin America.
Major J.N. Blashford-Snell M.B.E. of the British Army Trans-Americas Expedition Committee.
London Embassies of all countries en route, and the Mexican Tourist Board.
Sudex S.A. of Lima, Peru.
Vauxhall/Bedford Motors, Luton and distributors in Latin America.
Mr. Bell of the Zoological Society for the benefit of his vast knowledge of South American snakes and serums.
Trade and Travel Ltd., The Mendip Press, Bath, England, publishers of the South American Handbook, who have allowed us to reprint eight of the handbook's routing maps.



CHANGES



You will have noted that this Latin America Expedition brochure was written around the Reconnaissance Expedition as a result of which we have altered the route according to our findings and feel this has been beneficial to all concerned.

.....

The Expedition now runs between BUENOS AIRES and BARRANQUILLA. The section from BARRANQUILLA to LOS ANGELES has been omitted due to insurmountable difficulties shipping the vehicles over the DARIEN GAP. It was felt that the resulting time on hand would be better spent exploring the remoter regions of South America, rather than travelling through Central America which is easily accessible to the individual traveller.

The section between BUENOS AIRES and RIO has also been omitted as it was found that the mileage and time involved travelling through uninspiring pampas and industrial coastal areas did not merit the journey. It is far more satisfactory to arrange a "stop-over" on your flight to/from Buenos Aires as this adds nothing to the cost of the air ticket.

If possible, try to come to a Film Evening. The documentary film made on the Reconnaissance Expedition is superb and tells you far more about this challenging continent than brochures ever can.

Please phone 370 6845 for further information.

Latin America



FORTHCOMING EXPEDITIONS ARE PLANNED AS FOLLOWS

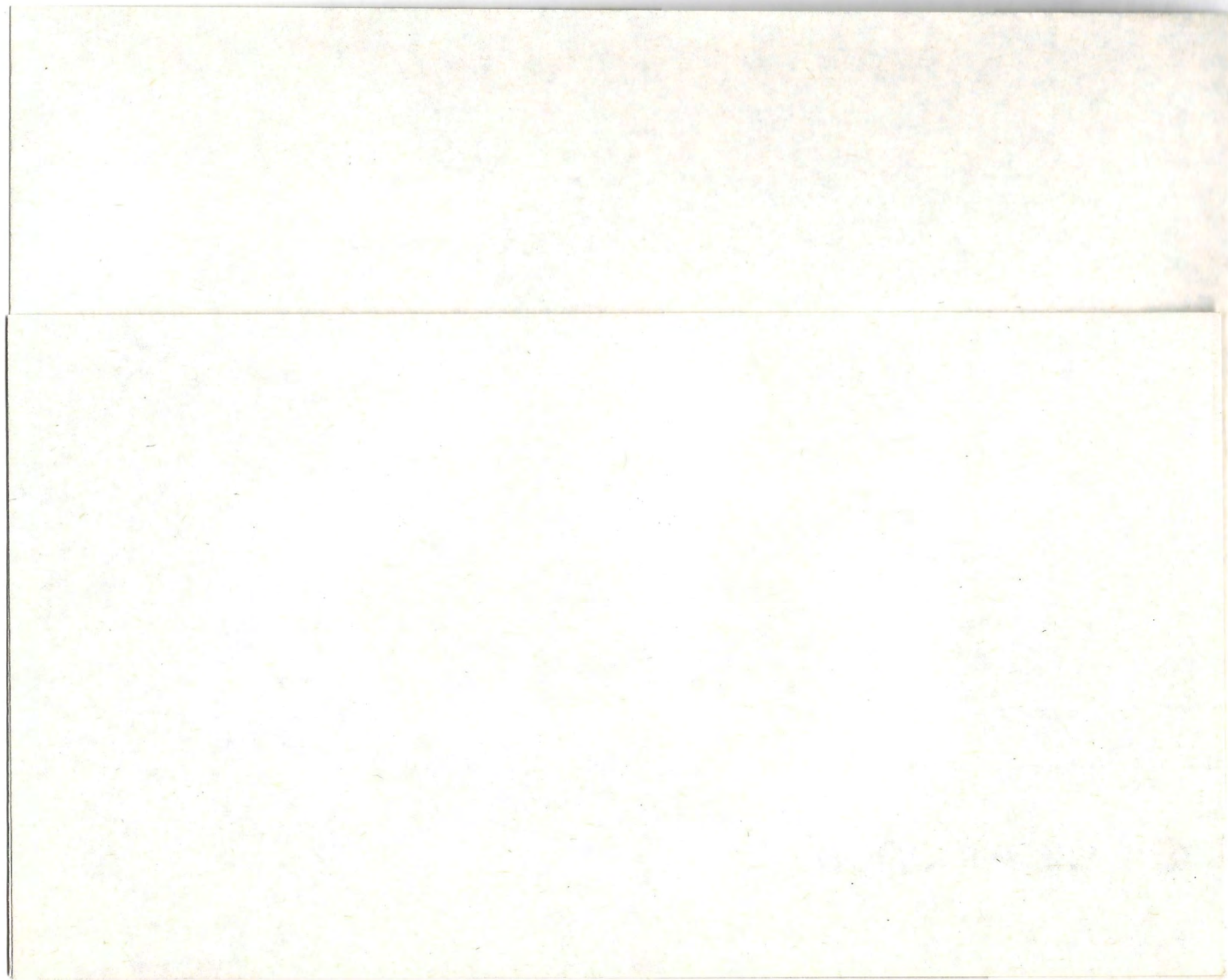
San Francisco—Barranquilla	(approx)	4 weeks
14 February	US	\$385

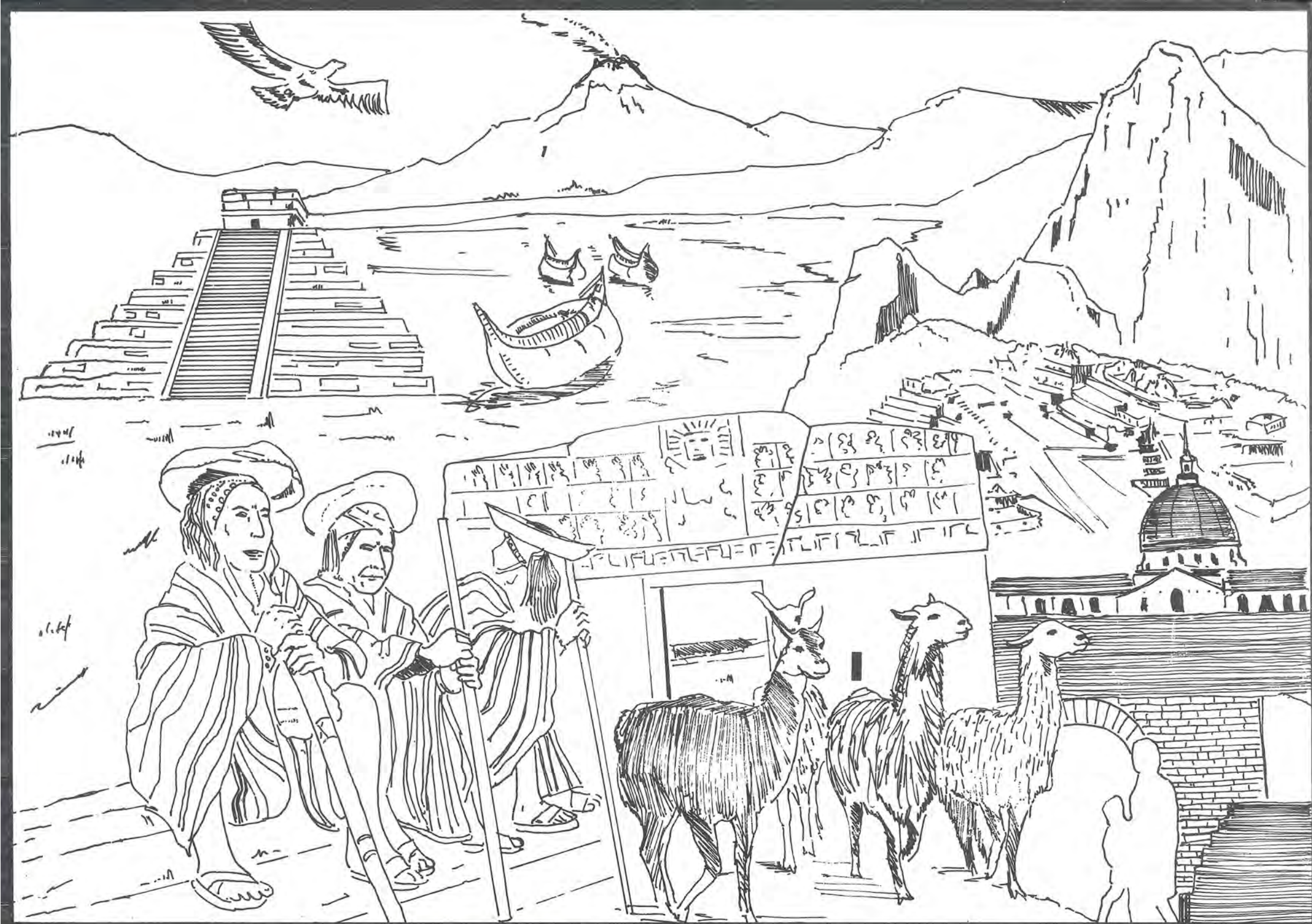
Barranquilla—Buenos Aires	(approx)	15 weeks
27 March	US	\$2120
10 August	US	\$2120
27 November	US	\$2120

Buenos Aires—Barranquilla	(approx)	15 weeks
17 March	US	\$2120
24 July	US	\$2120
15 January 1977		To be advised.

See Page 15 for Encounter Overland addresses.

AGENTS STAMP





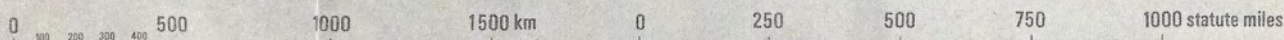
LATIN AMERICA MAP



LEGEND

The enclosed numbered areas on this map are shown in greater detail by corresponding sketch-maps in the text.

Scale 1:23 000 000



As to the scale, only the equator is exact
Projection van der Grinten