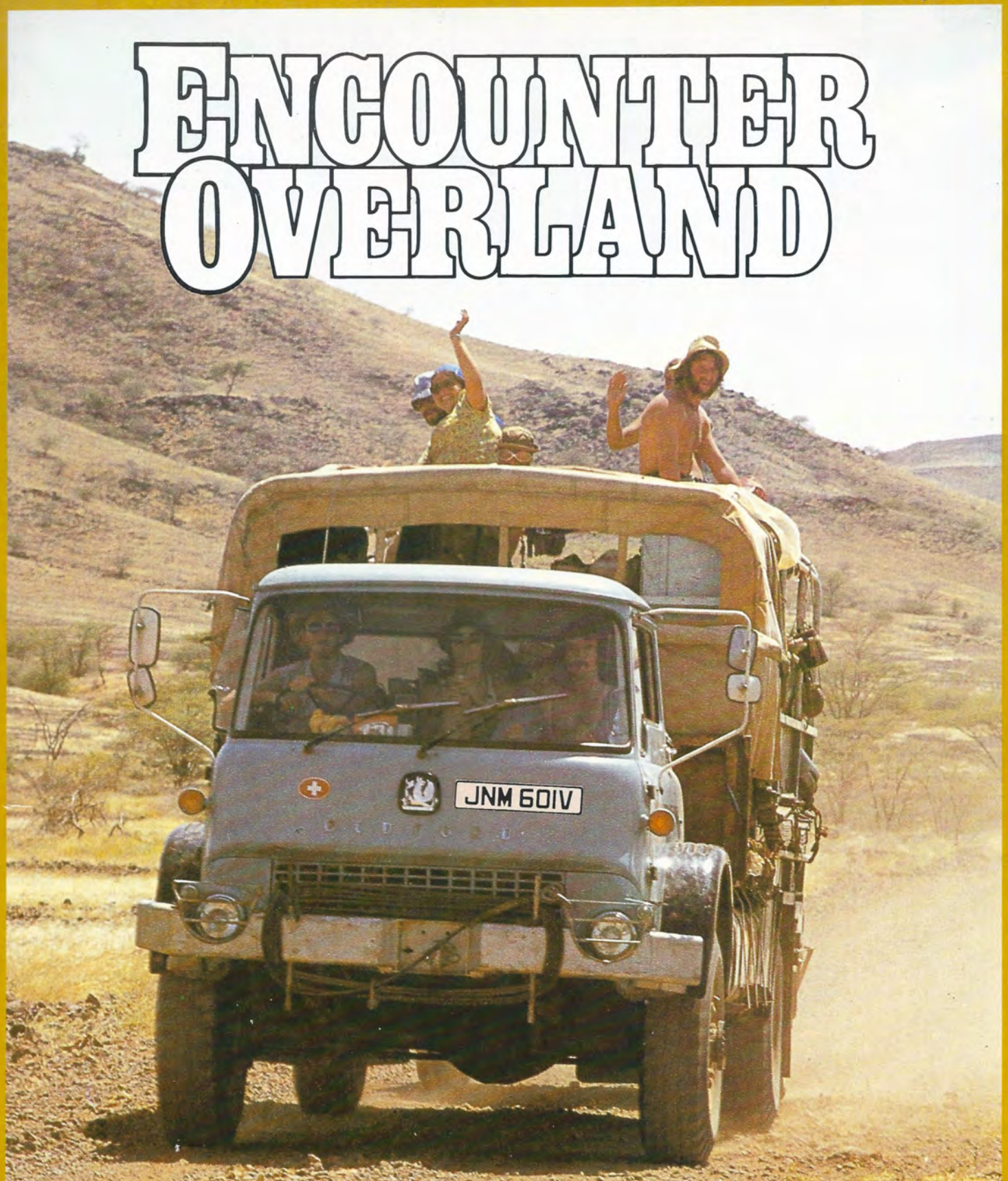
1981

ENCOUNTER OVERLAND



ASIA, AFRICA SOUTH AMERICA

ENCOUNTER OVERLAND

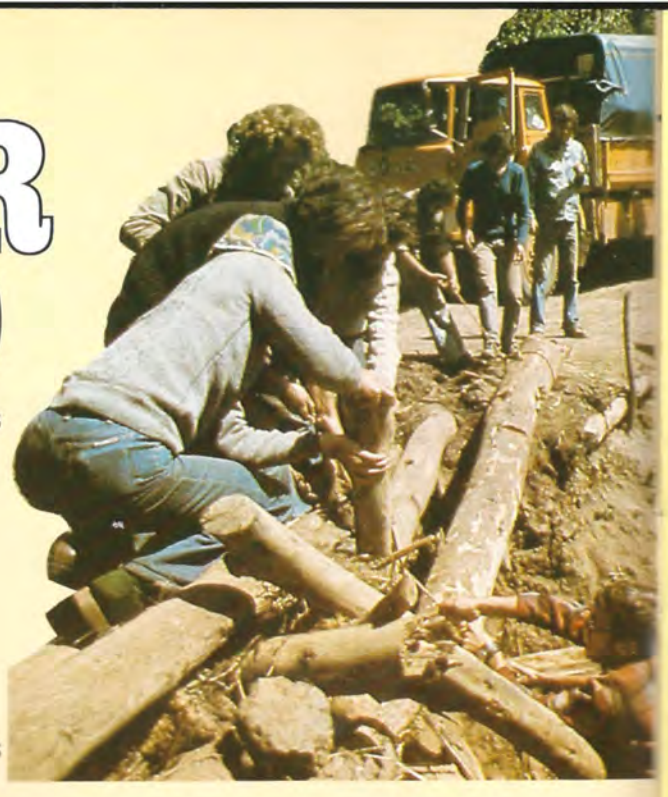
THE ORIGINATORS OF LONG RANGE EXPEDITIONS BY TRUCK ACROSS

ASIA, AFRICA, SOUTH AMERICA

and

BRIEF ENCOUNTERS

THE BEST IN SHORTER EXPEDITIONS AND ACTION HOLIDAYS



An overland journey, be it long or short, is not something to be undertaken lightly. For it to be fun and of value, it should be sensibly organised; not an attempt at insulation against adventure – far from it – but a properly prepared expedition receptive to the beauty, the mystery and the challenge of a part of our planet that is less known to us.

Every project here in these pages is prepared and conducted by Encounter Overland, the originators of this concept of adventure travel. They are not projects subcontracted or passed on to an obscure third party, nor are they flights of fancy of dubious operational practicality or material resource.

The room service is lousy!

–there's no air-conditioned splendour, nor luxurious baths nor space-age ovens. At times on many of these trips heat and humidity will make real demands and the sole comfort is that everyone else is covered in the same mud and dust.

But Encounter Overland believes in doing things well and we're as far removed from the concept of crouching over a spluttering primus stove for light and warmth or of huddling together on the damp ground without campbeds as we are from the pampered and perfumed package tour.

We can explore, and to do so there's 17 years knowledge and experience of specialist vehicles and equipment and the way to use them to full advantage.

The vehicle and equipment

Encounter's trucks are the latest four-wheel drive Bedfords, used in conjunction with one-ton cross-country trailers, usually carrying a group of a total of 21 people. These units are meticulously prepared and modified at our own workshops to meet the exacting requirements.

The windowed top can give complete protection from wind and rain, but usually the sides are rolled open yet still provide shade, or the whole cover can be folded forward to give complete all-round vision, fresh air and sunshine.

There are individual high-backed coach seats and there is the enormous advantage of the essential storage of luggage, tents, spares etc. in the trailer. The long-range fuel tanks and water carrying capacity give us a priceless independence from civilisation. There are two man tents with built-in groundsheets and tropical fly-sheets; spacious, yet simple to erect with room for the campbeds and your luggage.

Vehicle unit and equipment for a 21 person expedition

We can cook inside or outside the vehicle using the four-ring gas stove and we can use the tables, domestic equipment and electric lights to prepare proper meals and maintain standards of hygiene.

We carry a professionally stocked medical kit and a comprehensive set of vehicle spares.

The life-style

Usually up at dawn, we make full use of the daylight hours. En route, after breakfast, we stop at local markets to find the day's supply of fresh provisions to supplement the considerable stocks of food carried on the truck. The bargaining can be an education in itself.

With the exception of some hard days motoring when there's little to stop for, the pace is relaxed, taking us to places of particular interest – vibrant, scenic or historic. Plenty to see, plenty to do – and time enough to do it. We fix a picnic lunch and once we have made camp our evening meal can be prepared at leisure.

There is silence and peace after a day's efforts, often crowned by a glowing sunset softening the hard features of wild scenery.

Evenings under canvas are relaxing, with light to read and write by – or simply sit around a campfire; and on these warm nights many of us put up just campbeds to sleep under a canopy of stars.

There are young people from all over the world and from all walks of life and discussion is as accented as it is varied. Your involvement is needed in the running of the trip; everyone lending a hand to the main jobs, especially shopping, cooking, pitching and breaking camp.

Each Leader/Driver has been carefully selected and trained and has sound knowledge and experience of all practical aspects of expeditioning. But success does not come solely from him; rather from something that he can help find – the formula that brings together all the ingredients for an exciting and worthwhile encounter.

Each expedition is thoroughly costed on an inclusive basis and the cost to you covers all major aspects. This is seen as a fundamental principle of full involvement — not of spoonfeeding. Only the cost of visas, insurance and purely personal spending is not included.

"If I said to you, have you ever seen a dawn over the Himalayas or manhandled a truck through the Congo, or paddled a reed boat on Lake Titicaca, you might think me a bit bizarre. When you consider it, how many people do you know who have experienced such places?

But it is not so extraordinary. You don't have to be some sort of topee-hatted freak with a line of porters behind you to go off and explore. It does, however, take quite a bit of individuality to put other demands aside for a while and to do something different. And it's just such people we're looking for.

An Encounter Overland expedition is a group of young people setting off to experience first-hand a region of the world, large or small, where the encroachment of our technological society is still held at bay. There is an easy flexibility linked to the expedition's self-sufficiency. This can maintain us off the worn paths and enables us to seek alternatives in response to contingencies and for there to be scope on the longer expeditions to vary itineraries to group preference, political considerations and to the time of year.

From the information in this brochure, it should be apparent that Encounter Overland is hardly suited to those who would prefer to be pampered and amused with minimal effort from themselves. It should also help you to envisage how marvellously uncomplicated expedition life can be, putting us in touch with different peoples and unforgettable natural splendours, and, at the same time, with forgotten realities and with each other.

These details should give you a clear understanding of what sort of Encounter it will be and what it will ask of you, and we hope that, with this in mind, you'll want to join us.

You'll certainly be welcome."

Tony Jones

TONY JONES
ENCOUNTER OVERLAND

THE POLITICAL SITUATION IN CENTRAL ASIA

Since 1963, Encounter Overland has had to contend with several tense political situations in Africa and South America as well as Asia — so this is not the first. At present, anyone planning a trans-Asia journey has no alternative but to accept the likelihood of not visiting IRAN — and AFGHANISTAN also is having to be omitted at present.

Encounter Overland is fully committed to trans-Asia expeditions, keeping an open mind as to the best operational option and remaining at all times geared to an overflight alternative.

To date all EO trans-Asia journeys, except two, have crossed overland without any real incident. Many EO leaders, including myself, have considerable first-hand experience of the current situation. This experience has endorsed company policy which does not over-react to every piece of Iranian news but which is not prepared to take risks far beyond the norms of overlanding. EO has considerable experience of this situation and an excellent proven overflight if needed.

The two EO groups who overflew did so at the time of the introduction of sanctions and extended visa requirements (May 1980) and the overflight was caused more by these last-minute complications than by the actual situation in Iran. However, we now feel that the situation is probably worsening and that, for the foreseeable future, we shall probably need to overfly and that we can see ourselves crossing overland only if the situation improves. This overflight, Damascus-Karachi (and vice versa), is most interesting — highlights include the desert city at Palmyra and the mountain stronghold at Craque des Chevalier.

An overflight requires each expedition to have a 'continuation vehicle' located at the other side — no organisation is better placed than EO to ensure this.

The decision concerning a contingency plan must remain with the directors of the company and you should bear in mind that this is a situation when the final decision may well be made at a late stage — possibly being finalised when actually on the road.

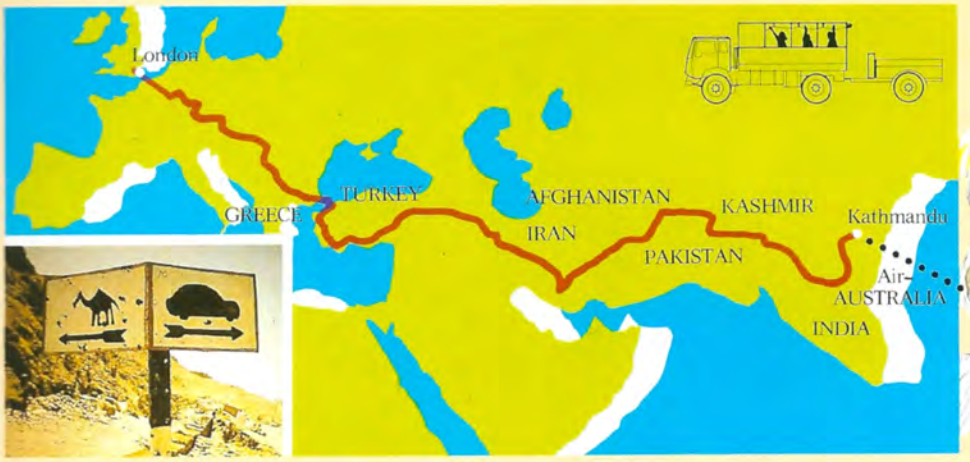
Because of the success of this approach and our reputation for making the most of a situation, a lot of travellers are joining us in 1981, confident of a fabulous trip — the time usually used crossing Afghanistan and Iran being spent in Rajasthan (dry season) or Ladakh (monsoon).

In the event of an overflight, **expedition members would be required to pay either half the overflight cost or £100, whichever is less.** No extra cost would be incurred by you in respect of the other costs of such an operation. The overflight charge, if necessary, would be collected by the expedition leader at the time of implementation and no exceptions can be made.

Teaming up with Encounter Overland on our trans-Asia expedition needs the sort of flexible attitude that has been an invaluable asset on so many of our trips for so many years now. If you could bring your share of this attitude, I know we can have a terrific trip.

TONY JONES
Director

September 1980



The backroads of ASIA

KATHMANDU – LONDON
(and VICE VERSA)
11 weeks

Nepal, India, Kashmir, Pakistan, Afghanistan, Iran, Turkey, Greece, Yugoslavia, Austria, Germany, Belgium.

By following the well used tourist routes you can cross Asia and reach a familiar lifestyle on the other side. But you will have sensed little of the essence of the East, bypassing its mysteries and its strange truths. You will have missed something. Something alien but beautiful that lies in Asia's wastes and its obscure villages, something that can be felt and experienced as well as seen, something that should be lived if one is to begin to understand.

Camping provides the freedom and flexibility simply not possible when tied to an itinerary necessitating arrival in a particular town each evening. The self-sufficiency of the expedition vehicle enables us to get well off the worn paths and explore more peaceful, unspoilt wilderness regions, especially in Central Asia where we can find places of ancient and natural splendour out of reach of other vehicles.

At our base in Kathmandu, high in the sunny clear air of the Himalayas, EOers meet for the start of our westbound journey having arrived from all over the world. After the first day travelling through the valleys we camp below the peaks of Annapurna and wind down through the jungle towards the Indian plains.

We reach the city of Benares on the Ganges where, in the narrow alleys between the temples, ash-smeared pilgrims and gurus mix with sauntering holy cows in unabashed colour.

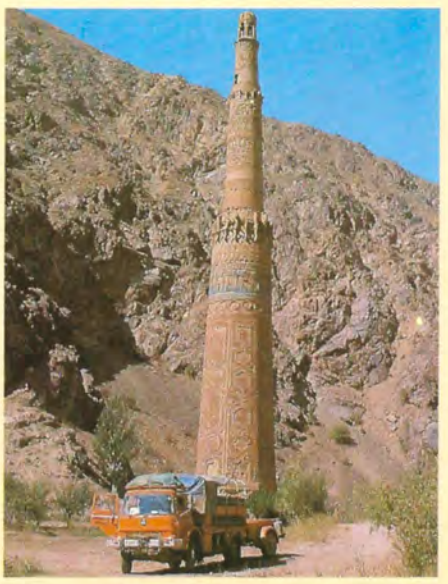
In central India we see the erotic carvings of the Kama Sutra at Kajuraho, the empty Moghul city of Fatipur Sikri and at Agra, the breathtaking Taj Mahal.

Along the byways of rural India, monkeys chatter in the trees, a girl draws water from a village well, and an elephant stops to watch us with a kindly eye. There is everywhere an almost apathetic gentleness and a sense of drama, an awe of life which pervades the sights and sounds of India like the ubiquitous sunlight. Often there are stays of a day or two in various places. A week aboard houseboats moored on the Lotus Lakes in Kashmir – the misty, mountainous Shangri-la.

Beyond the Khyber Pass and Kabul, in the centre of Afghanistan, is the huge massif of the Hindu Kush, quite out of reach of all but a few well equipped travellers. We shall be going to the very heart of the Kush, to the lakes of Band-i-Amir. Here too in these stark mountains are the great Buddhas of Bamiyan. We will make our way over streams, through narrow valleys and up over high passes. The track, mainly used by mules and impassable in winter, is in bad condition and going is slow and bumpy. It takes us through wonderful scenery and past little villages into this unspoilt part of Afghanistan – one of the few parts of this world where landscape is quite unscarred by progress.

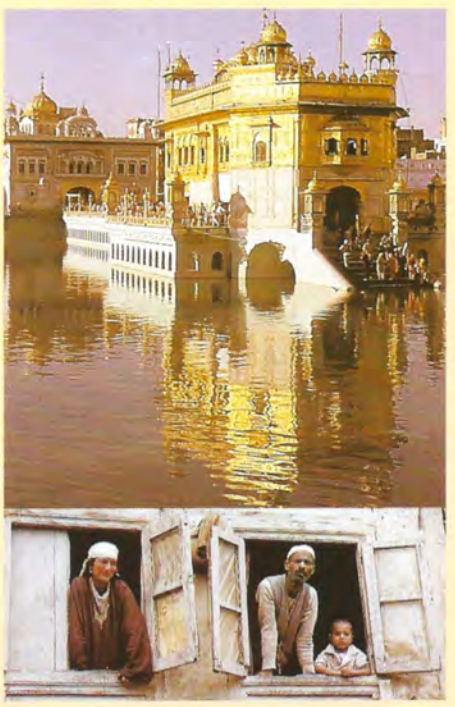
What is more, most expeditions will be able to reach the legendary Minaret of Djam, twisting across the infamous "central route" through an incredible, impassive landscape, stopping at 'chaikhanas', (teahouses and resting places) unchanged since the silk and spice trade on its "Golden Journey to Samarkand."

We cross the mostly uncharted Dasht-e-lut, the great salt and sand desert of Iran, miles from modern roads, past crumbling caravanserais dust-blown and decaying. There is Esfahan, the loveliest of all old Persian cities, of domed minarets and exquisite art.



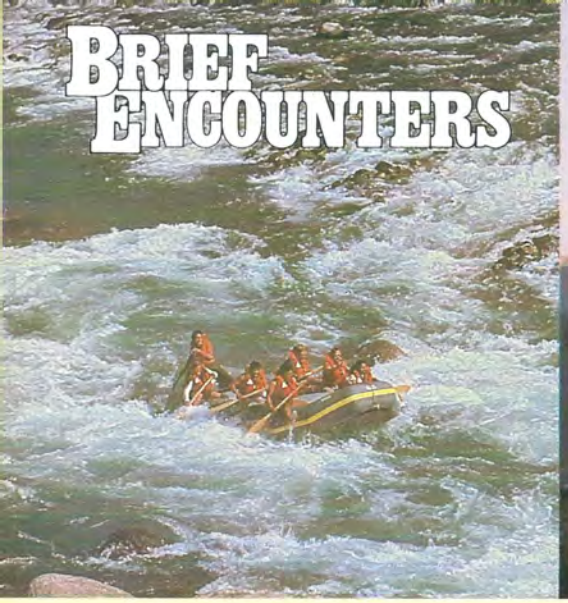
We retrace the invasion route of Alexander from the remains of Persepolis to the Greek cities lying in spendid ruin among the dramatic seascapes of Asia Minor, past troglodyte cities of early Christians and Crusader castles to warm coves and beaches.

From the bustling bazaars of Istanbul, we cross to Greece and then make our way over the Alps to the Rhine, to the Channel and so to London.



★ The Coral Island Safari and the Trekking and River Running in Nepal described on Page 4 are planned so that they can fit in with many dates of this trans-Asia journey.

BRIEF ENCOUNTERS



River-running in Nepal

7 and 10 days

There are few experiences that can match river-running in wild white-water, and few rivers as exciting or as beautiful as those of Nepal. The snowmelt from the Himalayan giants soon warms and winds through the twisted canyons and calm valleys to gather into wide rivers flowing out onto the vast Indian plains.

This is the heart of Nepal, where terraced farmlands and small hamlets cling to the hills along the river's edge.

Our Avon 'Professional' and 'Adventurer' river-runners are designed for just these conditions – light and fast enough for quick manoeuvring yet with enough space and carrying capacity to take the bivouac equipment and supplies needed for a week's journey.

Although there is time to relax and absorb the sunshine as the scenery drifts by, there are many moments for intense activity as the waters flow faster, a swelling gargantuan roar announces a section of rapids and everyone has to lean hard on their paddles to ensure a correct alignment through the maelstrom ahead. The thrill as the boat twists and rushes between walls of churning water is indescribable.

There are 7 day "floats" on the Trisuli River which flows westwards through the central valleys before cutting south through a sheer gorge to the plains and the Royal Chitwan National Park – home of the Great Indian one-horned rhino and the elusive Royal Bengal tiger. The Trisuli's long easy stretches are punctuated by several fine stretches of white-water.

We also have a 10 day run the length of the Sun-Kosi River, a journey of some 120 miles that is not for the faint-hearted. The Sun-Kosi is one of the world's ten best white-water rivers and for the adventurous it is the trip of a lifetime.

Trekking in Nepal

8 days

Always, at first, the Himalayas defy belief. They seem impossible – solid white teeth suspended in the atmosphere above the clouds, distant heights remote and unattainable. For many travellers this has sadly remained their only impression; for to walk to the mountains and live with them a while is the only way to understand their enormity, moods and overpowering omnipresence.

From the medieval atmosphere of the fascinating old city of Kathmandu we drive westwards with our sherpas, cooks and porters to the lakeside town of Pokhara, under the shadow of the Annapurna Massif and the giant "fish-tail" of Machapuchare.

We walk upwards through valleys and green forests along well used Sherpa and mule trails that interconnect the villages, where we can stop for a cup of tea at friendly bhattis (teashops).

At day's end, as sunset paints the magical landscape, we pitch camp as our Sherpas and cooks prepare the evening meal over a glowing wood fire. There is peace, relaxation and the joy of resting weary limbs.

The trail leads on towards Ghorepani, through rhododendron woods and haunted lichen-covered passes while all around is the panorama of majestic summits thrusting up into the cyrstal clear air. A final climb up Pun Hill offers us an incredible view of about 30 Himalayan peaks.

Even though the trail has not gone above 10,000 ft the traveller here is at one with the mountains, and there are now alternative routes that can be taken on our return journey to Pokhara and the distant temples and pagodas of Kathmandu.

7 day River Running and 8 day Trekking are planned with 3 nights between. (In Kathmandu, hotel/meal costs are approx. £5 daily).

Coral Island Safari

between Penang and Phuket in the Andaman Sea from Malaysia to Thailand.

10 days

(including 8 nights at sea and first and last night ashore in pleasant hotels)

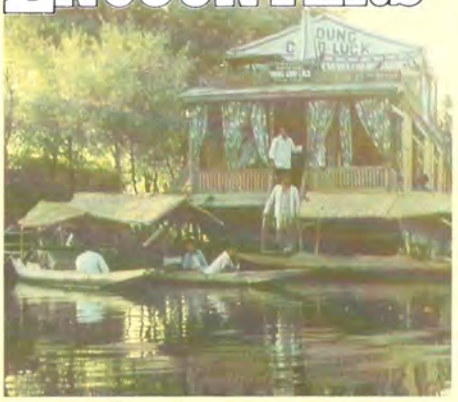
The western side of the Kra Isthmus from north Malaysia to southern Thailand is studded with hundreds of barely inhabited coral islands. A tropical paradise, by-passed by the main shipping lanes, where congestion is to sight a small fleet of wooden fishing boats or the occasional junk far on the horizon. The sea is azure blue and glass clear; islands greet you with white sand beaches, swaying coconut palms and jungle shores alive with monkeys and multi-coloured birds. In the shallow waters round the islands the variety, colours and shape of coral and tropical fish alike must surely be unsurpassed.

In the best months of the year, the yacht 'Gypsy' sails through this island chain on leisurely voyages between Penang and Phuket. She is a 38ft flush decked sailing sloop built in Singapore in 1975. She carries a maximum of eight, including two permanent crew, is equipped with a comprehensive sail wardrobe, 46 h.p. marine diesel engine with 100 hrs of fuel and is equipped to international maritime standards. There is also an outboard powered dinghy and simple skin diving equipment aboard.

She is pleasantly appointed below; eight berths (though often people prefer to sleep on deck under the stars), there is a marine flush toilet and saltwater shower; cushioned sofas and stereo. The galley has a gimble cooker and oven, fridge and sink. Fresh and tinned provisions are carried, supplemented with tuna or mackerel caught en route between the islands.

Everyone lends a hand in the sailing, cooking and day-to-day running of the vessel, but memories of the voyage aboard 'Gypsy' will be a lotus-eating dream of sea and sun and stars, and sand and islands.

BRIEF ENCOUNTERS



Kashmir & Ladakh

3 weeks

fly in Delhi - fly out Srinagar (or v.v.)

At a time in summer when the mountains of Nepal are hidden in monsoon cloud, the western Himalayas and the Karakoram range of North West India are bathed in warm sunshine. This is an ideal time to visit Kashmir and Ladakh.

Ladakh lies astride the upper Indus, a land of magnificent mountains, of cedars, poplars and willows, apples, apricots and walnuts, of wild ibex and ass, of marmot and hare, of the domestic yak and the hybrid dso.

In the fertile valleys between the barren peaks, farmers pray not for rain but for sunshine to melt the snow and glaciers.

From Ladakh's remoteness a village society has evolved where beliefs and traditions of Lamaistic Buddhism still run deep. We are welcomed into monasteries (gompas) and into smoke-blackened homes.

The main town of Ladakh is Leh, situated close to the mountain stream of the Indus at 11,000 ft. From this ancient trading centre, dominated by its old fort, once garrisoned by Moghuls and Sikhs and still bedecked in tattered prayer flags, motorable tracks take us to the gompas of Tikse and Himas and to the gilded Buddha at the Shey gompa.

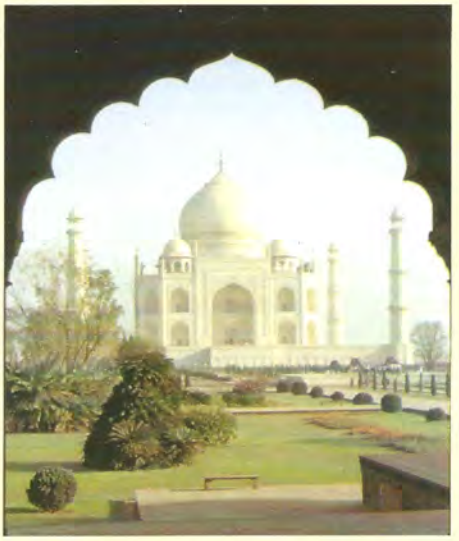
A superb short trek is arranged in the region of the glaciers of the Zaskar range, to remote villages and high pastures – to a world quite unchanged in centuries.

Only in summer, over the high passes of Sojila and Fotu-la (at 13,500 feet), do the 275 miles of tortuous road link Leh with Srinagar in Kashmir.

Kashmiri houseboats are moored in the shallow still waters of Dahl Lake. They are in the traditional style of the floating pleasure domes of the British Raj, rather luxurious retreats from the heat of India's plains. They are unique, stately vessels with carved verandahs. Their spacious living-rooms are furnished and fitted with mountain sandalwood, walnut and Kashmiri carpets. The Indian and European meals are prepared and served by our host and his family.

Your lake transport is by shikara, the Kashmiri gondola. From other shikaras, traders ply their handicraft, leather goods, furs, carpets, hand-painted papier-mache trinkets.

From Kashmir, we return to Delhi through the Punjab and at Agra will visit the marbled, dream-like Taj Mahal.



Nepal, The Ganges & Rajasthan

3 weeks

fly in Kathmandu - fly out Bombay

First through the valleys and over the foothills of Nepal to Mother Ganges and Varanasi, the holiest and most fascinating of India's cities, to Khajuraho, to the abandoned city of the Moghuls and to the Taj Mahal.

Leaving Delhi we travel 300 miles to Jaipur, capital of Rajasthan. Nearby is the famous pink palace of Amber, home of the Rajput rulers. From here, we will make our way westwards through the desolate but fascinating desert of Rajasthan, passing through the magnificent desert cities of Bikaner, surrounded by embattled walls, Bundi, embedded in a narrow gorge and Jodhpur, built on sandstone hills and guarded by a huge gray fort which rises majestically on a scarped rock.

On the edge of the desert we can wander through colorful, bustling markets and barter for enamel, pottery, leather, embroidery and brasswork. And it is here also that we will meet the people of Rajasthan, inheritors of the ancient codes of chivalry and generosity with their camel trains which come in across the desert of Thars from the Indus valley and fires burn bright under starlit nights.

En route to Bombay, we cross into the state of Maharashtra where we will visit Ajanta, famed for its 2000 year old Buddhist wall paintings, and Ellora and the Kailasa temple, a wonderful example of 5th century Hindu architecture.

Our journey continues to Bombay, an extraordinary city of six million people; a vibrant, pulsating polyglot of India.

Goa & South India

4 weeks

fly in Bombay - fly out Madras

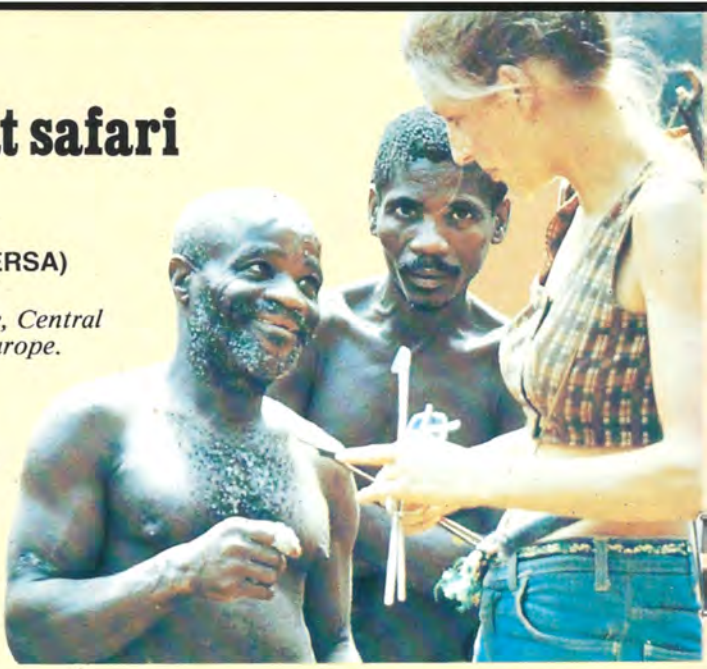
India does not just contain a single culture — the South is a world apart.

On our road from Bombay is Poona, the military hill station of the British Raj. Sleepy Goa, founded by the Portuguese, has uncrowded, sandy beaches, washed by the Arabian Sea.

Further to the south is the palace of the Maharajas at Mysore and Ootacamund, the cool British hill retreat. At Mudumalai, elephants take us through the jungle in search of antelope and tiger. We can laze on the Kerala beaches and explore the lakes and forests of the Periyar Wildlife Sanctuary in the Cardamom hills. Then there is the Malabar coast and the tip of India at Cape Comorin, where tea and rubber plantations abound, and the mass of Hindu temples at Madurai and Mahabalipuram, and the journey's end in historic Madras; the silk and spice port at the end of the sea lanes on a passage to India.

AFRICA

The great safari



JOHANNESBURG - DAR ES SALAAM - LONDON (AND VICE VERSA)

16-17 Weeks

—Zimbabwe/Botswana, Zambia, Tanzania (Kenya), Rwanda, Zaire, Central African Republic, Cameroons, Nigeria, Niger, Algeria, Morocco, Europe.

Africa is immense. A vast landmass that time and man have barely changed. Africa is the cradle of man where for the most part he still conforms to nature's scheme of things. Where the peoples of the deserts, forests and plains preserve the life style of their ancestors.

Here is still the greatest concentration of wildlife anywhere; the primeval equatorial forests go unchecked and the Sahara remains a fascinating waste of kaleidoscopic contrasts.

Africa itself is indifferent to the attraction it has for us, but not so the peoples. We are shown a welcome which has helped involve us in growing affection and concern for the traditional cultures of Africa that in turn contribute much to our own cultural prosperity as travellers.

But Africa is no longer 'timeless'. There is now an odd sense of urgency. Africa is in the news; the rest of the world can't ignore it.

With few notable exceptions, African response to entrenched white attitudes is reasonable and considerate and it would be a mistake to construe the African political picture to be one likely to totally disrupt overlanding across most the the continents. There is no reason why it should.

But at the same time the flexibility and self-sufficiency of EO is nowhere better suited nor more applied than on this great safari.

On the African plains

... days are spent at the Victoria Falls and nights beside the Zambezi, on a journey up the 'Hell Run' from Lusaka to Dar es Salaam, on the terrific beaches of the Indian Ocean and at the near-deserted Arab slave port of Bagamoyo adjacent to Zanzibar. The snows of Kilimanjaro and a crack at climbing it, if you wish, with a fair chance of success. The bustle of Mombasa's busy seaport and the elegance of Nairobi.

Most of all the plains are the greatest preserve of animal wildlife. The truck allows us a completely uninterrupted view. It isn't all laid on – no guarantees – but the chances are excellent of seeing Lion, Cheetah, Leopard, as well as all types of Gazelle, Buck, Giraffe, Elephant, Rhino, Hippo, Buffalo, Crocodile, Flamingo, Stork and Crane. Indelible is the raw beauty of Africa's wildlife and its blazing sunsets.

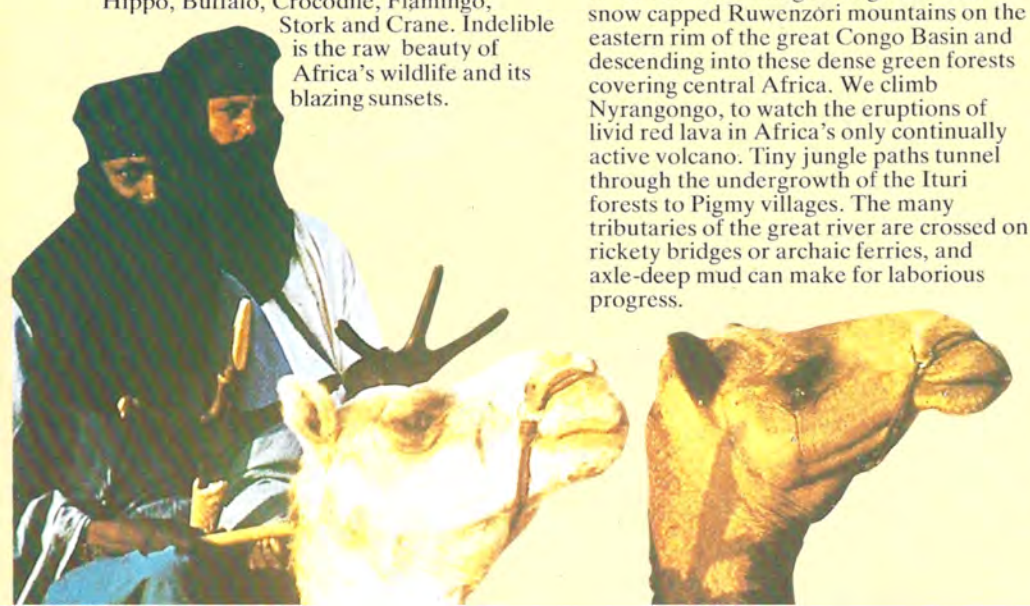
In the equatorial forests

... we will be winding through Africa's snow capped Ruwenzori mountains on the eastern rim of the great Congo Basin and descending into these dense green forests covering central Africa. We climb Nyrangongo, to watch the eruptions of livid red lava in Africa's only continually active volcano. Tiny jungle paths tunnel through the undergrowth of the Ituri forests to Pigmy villages. The many tributaries of the great river are crossed on rickety bridges or archaic ferries, and axle-deep mud can make for laborious progress.

Across the Sahara

... Seemingly unattainable horizons stretch ahead; all eyes strain for the occasional marker. The sky may darken, the wind blasting the sand in our faces. Digging, pushing and sand matting are needed across this soft sand sea. Here one should sleep out in the cool night, the desert proportioned only by the galaxies above. At the desert's centre is the moon-like Hoggar Massif and the Touareg – mysterious 'people of the veil'. Nestled among the great dunes of the North are the oasis towns. We leave by mountain road through the Atlas across the fertile valleys of Morocco, arriving at the Fez medina which is probably the most fascinating market place in Africa. We leave at Ceuta to cross the straits and the final week is travelling through Spain and France to London.

In the span of this 14,000 mile African safari, 6,000 arduous miles are over barely maintained track. The few who cross are creating a place for themselves in the closing chapters of the story of Africa's alignment with a new age. If, for you, crossing Africa is a venture that ought not to be missed, then so too is it one not to be wasted – properly planned, prepared and equipped, it is surely the richest, most rewarding challenge within the real overlander's grasp.



BRIEF ENCOUNTERS

East Africa Safari

4 weeks

fly in - fly out Dar es Salaam

If one were to take a slice of each facet of Africa – the jungles, the mountains, the plains, the deserts, add a little pot-pourri of the African peoples, spice it with Arab and Asian influence, edge it with an idyllic coastline and top it with the largest most spectacular skies in the world – you then have a reasonable definition of East Africa.

From Dar es Salaam we cross the Masai steppe to Kilimanjaro. With guide and porters, the ascent to the summit of Africa's highest mountain (19,340 ft) is a hard climb but it's not technically difficult. Anyone reasonably fit can reach the top.

The Ngorongoro crater is an amazing animal haven. Zebra, elephant, rhino and buffalo graze the crater floor while lion and leopard shelter in the trees. From here, we descend to the grasslands of Serengeti, home of great herds of wildebeest, gazelle and giraffe. Ngorongoro and Serengeti are part of the great animal migration routes of East Africa.

We return to the shores of the Indian Ocean, to the old Arab slave-trading port of Bagamoyo with its rusting slave pens, to relax under coconut palms.

© A.H. Harcourt

Mountain Gorillas

6 weeks

fly in - fly out Dar es Salaam

This is a major expedition, one of the most adventurous Brief Encounters. It includes Burundi, a small Central African state seldom visited by outsiders, and penetration of dense tropical forest to see the gorillas at Kagera in Rwanda.

The project contains the game reserves and the beaches and the climb of Kilimanjaro as in the East Africa Safari.

The highlight, however, is the journey to the Ruwenzori mountains, the fabled 'Mountains of the Moon', that separate the East African plains from the steaming jungles of Zaire. Here in southern Burundi is the recognised source of the Nile. We follow the edge of Lake Tanganyika across the majestic hills to Bujumbura, the Burundi capital. We cross into Rwanda between the steep cultivated hillsides of maize, along roads shaded by eucalyptus. In north-east Zaire is the region of Kagera, home of the rare mountain gorilla.

We return to Dar es Salaam, skirting the southern shores of Lake Victoria.

★ Gorillas have been encountered by us on previous expeditions and Encounter Overland has become involved in the international programme concerned with the preservation of this endangered mountain species under the auspices of the Fauna Preservation Society.

Tunisia & Algeria

3 weeks

fly in - fly out Tunis

"Maghreb" – the Arab Empire's fertile territories centred on the middle Atlas and bordered by the Mediterranean and the Sahara, settled by Phoenicians, Romans, Turks, Zirids and French. From ancient Carthage, along the 'coral coast', through cork forests and the Kroumirie mountains, famed for wild boar and falconry. We turn south out on to the sea of sand of the Grand Erg towards el Oued – oasis of the Thousand Domes.

At Nefta, great salt lakes stretch away to the south, yet between the pans are the verdant date palmeries of Tozeur and Bled Djerid and at Tamerza springs and waterfalls irrigate the palms in the sheer-sided granite canyon.

Into the shimmering mirages of Chott el Djerid, the largest of the salt lakes, and across the little-used tracks to Matmata. We regain the coast and relax on the island of Djerba (island of the lotus-eaters in Homer's 'Odyssey'?) before continuing to the Roman colisseum at el Djem, to the ramparts of Kairouan and so again to Tunis.

Sahara Safari

4 weeks

fly in - fly out Tunis

This expedition explores the forsaken mountains of the Tassili plateau and the Hoggar massif that form the geographical centre of the world's greatest desert. The first and last weeks of the expedition follow the route described alongside, but south of el Oued water is scarce and the tracks are bad. At times, we will be following markers and cairns and checking our direction by compass.

It is a region of austere beauty and ancient rock paintings. The plateau was once a great well-watered pasture in which civilisation grew and flourished around 6000 BC. But the Tassili withered. It is now a dead colossus of twisted rock monoliths, natural colonnades and arches; on its floors, arrowheads, bowls, beads and the debris of its past.

The route from Djanet, the beautiful oasis deep in the desert, to Tamanrasset is across one of the emptiest quarters of the entire Sahara.

The Hoggar is an equally battered lunar landscape of towering volcanic plugs and broken mountains. This is the home of the Touareg – the lengendary 'blue men' of the Sahara.

A journey in SOUTH AMERICA

RIO — BARRANQUILLA (AND VICE VERSA)
15-16 weeks

Brazil, Paraguay, Argentina, Chile, Bolivia, Peru, Equador, Columbia

The exciting paradox of South America is that, though we may know little about it, it has become a living collage of fascinating images. Of gauchos and condors, llamas and reed boats; soaring mountains and steaming jungles, grasslands and deserts; cocaine-eaters and poison darts; of lost sun kingdoms and conquistadors, emeralds and El Dorado; of Latin rhythms and haunting Indian folk-tunes; of jet-set wealth amidst abject poverty; of clashing ideologies, violence and revolution. South America is all this and more.

The face South America presents to the casual visitor is the garishly displayed benefits or ills of a rapid-growth industrial society and a cultural identity descended directly from its European heritage. The traveller, who sees only this, will have missed the magic and mystery that is there to be discovered. Beyond the fringes of the modern cities the vital pulse of an older way of life still beats strong, a life tied to a majestic untamed land, to the seasonal cycle of weather and crops and to spiritual beliefs lingering on from the great Indian civilisations that Pizzaro and his men came to destroy.

Reaching these remote places will require effort on our part. Out here, where we rely on our own resources, the challenge and reward are greatest. As a group travelling together in a rugged vehicle that supplies all our needs for several days at a time, we can rove freely, free to move or stay, to tackle difficult terrain with confidence or to stop when we find one of those idyllic spots. Because we are able to set our own pace, we can come to understand the subtleties of this amazing continent.

We wind among the ever-changing scenery of the Andes, through colourful Indian market villages, among grazing llamas, through deep rocky gorges and over bleak icy passes at 16,000 feet. We traverse the barren sand-blown deserts where no rain ever falls and penetrate the washed-out trails of tropical rain-forests. We barbecue giant steaks around the campfire in the cattle-ranching lands of the Chaco and the Pampas, and stand in awe at the thundering might of the Iguassu Falls.

We blaze a trail of dust across the Altiplano amid salt-pans and volcanoes. We go to forts, cathedrals and mansions of colonial Spain and reach tombs, temples and entire abandoned cities of civilisations long lost. And, in contrast, we stay in the big cities: a hotel, an elegant meal and a night spot.

We take motorised canoes to explore the Amazon tributaries – trees arch overhead, parrots and toucans flash squawking across our bows. Fresh water dolphins leap alongside. We call in at the riverside villages of tribes who will make us welcome – offering a roof over our heads and a rare insight into the life of a primitive society.

All expeditions of 16 weeks reach Tierra del Fuego, the land of penguins and bleak but magnificent glaciers.

This really is a unique journey and the longest and most comprehensive project of its kind. The rewards are an untold wealth of travel and friendship.

24 seater Dodges used in South America

BRIEF ENCOUNTERS

Central America

7 weeks

San Francisco - Panama or
Panama - San Francisco

The land from the Rio Grande to the Panama Canal is thick jungles, open deserts, active volcanoes and mountain passes, soothing Caribbean beaches and dusty plains. Spread throughout these are the remains of two of the world's greatest ancient empires. The Aztec and Mayan cultures are both mystical and unfathomable, their surviving ruins are a magnificent and chilling reminder of the superpowers they once were. Today their descendants keep to themselves, bypassed by progress since the onslaught of the Conquistadors; tatters of their cultures showing through in the customs and trappings of their isolated market towns.

A small tough overland bus is used on this journey.

From San Francisco, south through Los Angeles and San Diego, we cross into Mexico at Tijuana into the narrow arm of Baja California, a land of open skies, sea and parched earth, thundering bore-holes and giant cacti.

The overnight ferry from the tip brings us to the mainland and on to Mexico City, at 7,000 feet the largest, highest and most modern of Central America's capitals.

We cross the narrow neck of Mexico to the Gulf at Vera Cruz, the town founded by Cortez in 1519 and we enter the dense forests of the Yucatan Peninsula. At Palenque is the most exquisite achievement of the Mayas, the 'Temple of Inscriptions', famous for its bas-reliefs and Chichen-Itza the Maya/Toltec city to the north is known for its places of bloody ritual and sacrifice.

From Quintana Roo we enter Belize and the Caribbean port of Belize City. There are rough dirt roads and choking jungles as we enter Guatemala to reach Tikal, the most impressive of Mayan ruins. Here the central acropolis has been cleared, but pyramids and monuments remain scattered throughout the jungle. On Sundays the Quiche Indians, descendants of the Mayas, gather from the hills to Chichicastenango for their involved ceremonies and assemblies that involve Christianity in a pre-Columbian ritual. Indian men in embroidered jackets and gay woven sashes and women in red and black huipiles sell intricate woollen bags and panajachel shirts, earthenware and clay ornaments and wide, flowing ponchos.

We find the steepest roads of all Latin America clinging to the precipitous slopes of Lake Atitlan, home of the 'poc,' a large flightless grebe. A rough hilly track brings us to the Honduran frontier and Copan, the oldest Mayan site,fascinating for its remarkable carved figures (Stelae) on which the passage of time was recorded.

Following the descent to the hot coastal plains beyond Tegucicalpa, the small friendly capital, we climb into the dry, hilly countryside of Nicaragua.

Managua the capital, suffered horribly in the earthquake of 1972 – its second total destruction this century. The warm, murky waters of Lake Nicaragua are inhabited by fresh water sharks, and on its edge is Volcano Santiago where we can drive across the lava flow and up to the brink of its large and still active crater. We leave this dry, hot land for the 'Garden of America' – the thinnest part of the isthmus that is Costa Rica and Panama – mist-shrounded highlands, pleasant greenery and cool rivers. Finally we reach Panama City – one of the crossroads of the world.

Peru & The Incas

4 weeks

fly in - fly out Lima

Here the Andes are compressed to their thinnest, thrusting up their highest peaks above unrelenting folds of valley and plateau. The rain forests of the Amazon Basin reach for the empty Atacama Desert of the Pacific coast, while hidden among the bleak Cordilleras is the jewel of Lake Titicaca and the stark remains of the Inca Empire.

Huge stone fortresses, temples and arches lie scattered and forgotten along the hilltops, and hidden in mist and silence lies Machu Picchu.

South of Lima, we are in flat desert plains that stretch to the crusty sands of Nazca. Here are vast triangular and parallel lines and enormous outlines of animals and birds etched in the plain – theories abound – a huge pre-Inca calendar? records of an extra-terrestrial visitation?

The craggy foothills of the Andes run down to the coast and we turn inland to Arequipa, set in a beautiful valley dominated by the snow-capped cone of Volcan Misti. Now a long, dusty road leads us up through the mountains and out on to the Altiplano – the undulating plateau high in the Andes.

The rarified atmosphere and the constant temperature fluctuations produce a lethargy that is typified in the vacant stare of llamas and in the limpid, oily waters of Lake Titicaca. This dramatic region is the birthplace of civilisations older than the Incas whose own first demi-gods were born on the shores of the lake. At Tiahuanaco puzzling statues, huge, precisely fitted stone block masonry and a mysteriously carved 'Gateway to the Sun' are all that remain of the accomplishments of a long lost race.

We can travel by boat across the lake to the floating reed islands of the Uros Indians, who live in humble reed dwellings and survive on fish caught from the lake.

But we are soon back twisting and climbing along the tortuous route through the cordilleras to Cuzco, royal capital of the great Inca Empire. Every street has its walls, arches and doorways of such precisely carved stone that the Spaniards were unable to destroy them. Instead they built their own comparatively crude top-work, and cathedrals crammed with re-smelted Inca gold rose on the foundations of idolatrous temples.

Overlooking the city is the fortress of Sacsayhuaman, scene of the bloodiest fighting and citadel of the Sapa Inca, constructed from stone blocks of hundreds of tons; fitted so tightly that a knife blade can scarcely be slid between them.

There are no roads into Machu Picchu and we take the train that rattles its way through the steep gorges of the cordillera towards the monolithic guardians of the ancient valley. Here was the last stronghold of the Incas, never discovered by the looting Spanish. But in time the jungle took over. What remains is a silent reminder in a savage setting.

We follow a different route across the moorlands and mountains to descend through glacial valleys and pastures back to Lima.

SPECIAL EXPEDITIONS

... A SERIES OF PROJECTS, RECONNAISSANCE EXPEDITIONS AND PRIVATELY NURTURED AMBITIONS DESIGNED TO CHALLENGE.

THE DETAILS OF THESE PROJECTS ARE CONTAINED IN THE SPECIAL EXPEDITIONS DOSSIER, COPIES OF WHICH ARE HELD IN VARIOUS CENTRES AND AVAILABLE ON REQUEST.

(not all details of all projects have been finalised at this publication date — 30 July 1980)

Expedition Preparation for Asia, Africa and South America at our UK base.

Trans Amazon

8 weeks

Until just a few years ago, this journey would have been impossible — across the entire swathe of Amazon forests, from the Colombian cordilleras through Venezuela to follow the course of the Rio Branco, to cross the main stream of the Amazon at Manaus, to reach Porto Velho in the centre of the sub-continent and to reach Brasilia and Rio. The South American route (Page 8) combined with this venture amounts to the best project and the best value in South America.

Knowing Asia

18 weeks

The more one knows of Asia, the more one knows there is to know! For some, the encounters of 11 weeks whet but do not quite satiate every appetite. In 18 weeks we can spend more time in the remoter regions of Turkey (and possibly Syria), in the Gilgit and Hunsa regions of Pakistan's Himalayan border with China, time in Ladakh and time to trace a route through some fabulous parts of Rajasthan and South India.

All Africa

23 weeks

Over the years Encounter Overland has roamed the Sudan and Ethiopia and here we intend to combine this experience with that of our Great African Safari (Page 6). Thus our route from London is via the Sahara, the equatorial forests, the Ruwenzori, Kilimanjaro and the plains to Dar es Salaam. Then we would cross to the "Jade Sea" (Lake Turkana), to the highlands of Ethiopia and the Blue Nile Gorge, to Khartoum, to the Red Sea and the Pharaonic ruins of Upper Egypt, to Cairo and Alexandria (and probably Israel) before sailing for Greece.

Euphrates - Reconnaissance River Run

8 or 9 weeks

The Euphrates, the vital artery of early societies that were the cradle of our civilisation, rises in the mountains of Turkey's Anatolia to flow through the diverse landscape, sometimes smoothly, sometimes in stretches of 'white water'. It is crossed by the Syrian border and it empties into the lake of Bahret Assad to continue across the flatlands of Mesopotamia. The expedition will comprise two 18ft Avon inflatables, all necessary equipment (including outboards) and a 4 x 4 truck in support. This is an eminently realistic project but will undoubtedly be pretty tough — there is a need to ensure individual effectiveness and compatability in a team of about 16 (not envisaged to be all male).

1981 prices fully inclusive except personal insurance and visas

ENCOUNTER OVERLAND

trans-continental expeditions

SOUTH AMERICA *Page 8*

Barranquilla-Rio

	£	$	R
31 Jan -15 May (15 weeks)	1530	3480	2780
25 Apr - 7 Aug (15 weeks)	1590	3680	2890
24 Oct -12 Feb (16 weeks)	1720	3990	3130
29 Oct -17 Feb (16 weeks)	1720	3990	3130

Rio-Barranquilla

	£	$	R
7 Mar -26 Jun (16 weeks)	1590	3680	2890
6 Jun -18 Sep (15 weeks)	1590	3680	2890
19 Sep - 8 Jan (16 weeks)	1680	3890	3060
5 Dec -26 Mar (16 weeks)	1720	3990	3130

ASIA *Page 3*

Kathmandu-London

11 weeks

	£	$	R
3 Mar -18 May	790	1850	1440
17 Mar - 1 Jun	790	1850	1440
24 Mar - 8 Jun	790	1850	1440
14 Apr -29 Jun	790	1850	1440
21 Apr - 6 Jul	790	1850	1440
12 May-27 Jul	790	1850	1440
19 May- 3 Aug	790	1850	1440
16 Jun -31 Aug	825	1940	1500
21 Jul - 5 Oct	825	1940	1500
25 Aug - 9 Nov	825	1940	1500
22 Sep - 7 Dec	825	1940	1500

London-Kathmandu

11 weeks

	£	$	R
16 Apr - 1 Jul	825	1940	1500
14 May-29 Jul	825	1940	1500
11 Jun -26 Aug	825	1940	1500
9 Jul -23 Sep	845	1980	1540
23 Jul - 7 Oct	845	1980	1540
6 Aug -21 Oct	845	1980	1540
20 Aug - 4 Nov	845	1980	1540
27 Aug -11 Nov	845	1980	1540
10 Sep -25 Nov	865	2030	1570
17 Sep - 2 Dec	865	2030	1570
24 Sep - 9 Dec	865	2030	1570
8 Oct -23 Dec	865	2030	1570

AFRICA *Page 6*

Johannesburg-London

17 weeks

	£	$	R
7 Jan - 5 May	1215	2850	2210
28 Jan -26 May	1215	2850	2210
25 Feb -23 Jun	1215	2850	2210
25 Mar -21 Jul	1215	2850	2210
22 Apr -18 Aug	1235	2900	2250
6 May- 1 Sep	1235	2900	2250
17 Jun -13 Oct	1235	2900	2250
15 Jul -10 Nov	1275	2990	2320
19 Aug -15 Dec	1275	2990	2320
30 Sep -26 Jan '82	1325	3110	2410
21 Oct -16 Feb '82	1325	3110	2410
2 Dec -30 Mar '82	1325	3110	2410

London-Johannesburg

16 weeks

	£	$	R
24 Jan -15 May	1255	2910	2280
21 Feb -12 Jun	1255	2910	2280
21 Mar -10 Jul	1255	2910	2280
25 Apr -14 Aug	1295	2990	2360
23 May-11 Sep	1295	2990	2360
1 Aug -20 Nov	1335	3090	2430
29 Aug -18 Dec	1335	3090	2430
26 Sep -15 Jan '82	1375	3190	2500
17 Oct - 5 Feb '82	1375	3190	2500
21 Nov -12 Mar '82	1425	3290	2590
12 Dec - 2 Apr '82	1425	3290	2590

*Expedition members can book Dar es Salaam-London or v.v. The journey is 14 weeks and the cost is £100/$200/R200 less.

BRIEF ENCOUNTERS

RIVER RUNNING *Page 4*

7 Days

	£	$	R
6 Jan -12 Jan	105	245	190
20 Jan -26 Jan	105	245	190
3 Feb - 9 Feb	105	245	190
17 Feb -23 Feb	105	245	190
3 Mar -9 Mar	105	245	190
17 Mar -23 Mar	105	245	190
31 Mar - 6 Apr	105	245	190
14 Apr -20 Apr	105	245	190
28 Apr - 4 May	105	245	190
12 May-18 May	105	245	190
13 Oct -19 Oct	115	270	210
27 Oct - 2 Nov	115	270	210
10 Nov -16 Nov	115	270	210
24 Nov -30 Nov	115	270	210
8 Dec -14 Dec	115	270	210
17 Dec -23 Dec	115	270	210
27 Dec - 2 Jan	115	270	210

10 Days

	£	$	R
14 Jan -23 Jan	145	340	265
11 Feb -20 Feb	145	340	265
11 Mar -20 Mar	145	340	265
8 Apr -17 Apr	145	340	265
18 Nov -27 Nov	155	365	280
14 Dec -23 Dec	155	365	280

TREKKING *Page 4*

8 Days

	£	$	R
15 Jan -22 Jan	115	270	210
29 Jan - 5 Feb	115	270	210
12 Feb -19 Feb	115	270	210
26 Feb - 5 Mar	115	270	210
12 Mar -19 Mar	115	270	210
26 Mar - 2 Apr	115	270	210
9 Apr -16 Apr	115	270	210
23 Apr -30 Apr	115	270	210
7 May-14 May	115	270	210
21 May-28 May	115	270	210
22 Oct -29 Oct	125	290	225
5 Nov -12 Nov	125	290	225
19 Nov -26 Nov	125	290	225
3 Dec -10 Dec	125	290	225
17 Dec -24 Dec	125	290	225
27 Dec - 3 Jan	125	290	225

NEPAL, THE GANGES & RAJASTHAN *Page 5*

3 weeks

Fly in Kathmandu — fly out Bombay

	£	$	R
11 Jan -31 Jan	210	490	380
8 Mar -28 Mar	210	490	380
11 Oct -31 Oct	230	540	420
29 Nov -19 Dec	230	540	420
20 Dec - 9 Jan	245	575	445

CORAL ISLAND SAFARIS *Page 4*

10 days

ex-Penang

	£	$	R
(29 Dec)- 7 Jan	165	390	300
26 Jan - 4 Feb	165	390	300
16 Feb -25 Feb	165	390	300
9 Mar -18 Mar	165	390	300
6 Apr -15 Apr	165	390	300
27 Apr - 6 May	165	390	300
26 Oct - 4 Nov	185	430	340
16 Nov -25 Nov	185	430	340
14 Dec -23 Dec	185	430	340

ex-Phuket

	£	$	R
8 Jan -17 Jan	165	390	300
5 Feb -14 Feb	165	390	300
26 Feb - 7 Mar	165	390	300
19 Mar -28 Mar	165	390	300
16 Apr -25 Apr	165	390	300
7 May-16 May	165	390	300
5 Nov -14 Nov	185	430	340
26 Nov - 5 Dec	185	430	340
24 Dec - 2 Jan	185	430	340

KASHMIR & LADAKH *Page 5*

3 weeks

Fly in Delhi — fly out Srinagar or v.v.

	£	$	R
27 Jun -17 Jul	295	690	540
18 Jul - 7 Aug	295	690	540
8 Aug -28 Aug	295	690	540
29 Aug -18 Sep	295	690	540
19 Sep - 9 Oct	295	690	540

GOA & SOUTH INDIA *Page 5*

4 weeks

Fly in Bombay — fly out Madras

	£	$	R
1 Feb -28 Feb	275	650	500
29 Mar -25 Apr	275	650	500
1 Nov -28 Nov	285	670	520
20 Dec -16 Jan	300	700	545

EAST AFRICA SAFARIS *Page 7*

4 weeks

Fly in — fly out Dar es Salaam

	£	$	R
18 Jan -14 Feb	380	890	690
15 Feb -14 Mar	380	890	690
15 Mar -11 Apr	380	890	690
14 Jun -11 Jul	415	970	755
12 Jul - 8 Aug	415	970	755
9 Aug - 5 Sep	415	970	755
13 Sep -10 Oct	420	985	765
11 Oct - 7 Nov	420	985	765
8 Nov - 5 Dec	420	985	765
13 Dec - 9 Jan	435	1020	790
20 Dec -16 Jan	435	1020	790

MOUNTAIN GORILLAS *Page 7*

6 weeks

Fly in — fly out Dar es Salaam

	£	$	R
6 Sep -17 Oct	520	1220	950
18 Oct -28 Nov	520	1220	950
6 Dec -16 Jan	535	1255	970

PRICE GUIDE FOR RETURN FLIGHTS EX-LONDON

India/Nepal *approx.* £410 Tunis *approx.* £170
Dar es Salaam *approx.* £420 Lima *approx.* £420

TUNISIA/ALGERIA *Page 7*

3 weeks

Fly in — fly out Tunis

	£	$	R
26 Jul -15 Aug	270	635	490
16 Aug - 5 Sep	270	635	490
6 Sep -26 Sep	270	635	490
27 Sep -17 Oct	270	635	490

SAHARA SAFARI *Page 7*

4 weeks

Fly in — fly out Tunis

	£	$	R
23 Aug -19 Sep	345	810	635
20 Sep -17 Oct	345	810	635
18 Oct -14 Nov	345	810	635
15 Nov -12 Dec	345	810	635

CENTRAL AMERICA *Page 9*

7 weeks

San Francisco-Panama

	£	$	R
12 May-29 Jun	590	1385	1075
1 Sep -19 Oct*	625	1465	1140

*links with ex-Barr. 24 Oct.

Panama-San Francisco

	£	$	R
4 Jul -21 Aug*	590	1385	1075
3 Nov -21 Dec	625	1465	1140

*links with ex-Rio 7 Mar.

PERU & THE INCAS *Page 9*

4 weeks

Fly in — fly out Lima

	£	$	R
19 Jul -15 Aug	380	890	690
16 Aug -12 Sep	380	890	690
13 Sep -10 Oct	380	890	690

SPECIAL EXPEDITIONS

page 10

TRANS AMAZON

8 weeks

Barranquilla-Manaus-Rio

	£	$	R
7 Jul -31 Aug	640	1500	1165

Rio-Manaus-Barranquilla

	£	$	R
15 Aug - 9 Oct	640	1500	1165

KNOWING ASIA

18 weeks

London-Kathmandu

	£	$	R
30 May - 2 Oct	1285	3015	2340
15 Aug -18 Dec	1285	3015	2340

Kathmandu-London

	£	$	R
4 Apr - 7 Aug	1285	3015	2340

ALL AFRICA

23 weeks

	£	$	R
9 May-16 Oct	1830	4295	3330
31 Oct - 9 Apr '82	1860	4365	3385

EUPHRATES RECONNAISSANCE RIVER RUN

8 or 9 weeks

	£	$	R
18 Jul -11 Sep	630	1480	1145

There is a strict age limit on all these projects – 18-35 years.

$ denotes US dollars

ENCOUNTER OVERLAND

Application/Booking Details

ENCOUNTER OVERLAND Ltd.,
271 Old Brompton Rd.,
LONDON SW5.
Tel: 01-370 6845.

I wish to join the Trans-Continental/Brief Encounter/Special Expedition* (delete as applicable) .....

called .....

which is leaving on the ..... day of ..... 198 .... from ..... to .....

Surname: (Mr/Mrs/Miss/Ms) ..... First Name: .....

Present Address: .....

.....

Telephone No. (Daytime): ..... (Evening) .....

Permanent Address: (in normal country of residence) .....

.....

Age: (at start of expedition) ..... Date of birth: .....

Occupation: ..... Nationality: (according to pasport) .....

Passport No. ..... Place & date of issue. ..... Expires .....

Please state whether married or single .....

Please state if you have any children or dependent relatives (Specify) .....

Please name any relative or friend accompanying you .....

Please give details of any physical or mental condition or illness and/or hospitalisation that could be relevant

(if none, please state) .....

Interests and aptitudes (musical/linguistic/culinary etc.) .....

Summarise (approximately) any air connecting travel required. .....

.....

Please state precisely how you first heard of Encounter Overland .....

.....

PLEASE CAREFULLY READ THE CONDITIONS OF CONTRACT ON THE REVERSE SIDE OF THIS FORM BEFORE SIGNING. RETURN THIS COMPLETED BOOKING FORM WITH YOUR BOOKING FEE, THIS WILL BE PROMPTLY RECEIPTED TOGETHER WITH CONFIRMATION OF YOUR PLACE.

P.T.O.

EO USE ONLY

	Booking fee	Interim	Balance	Insurance	Visas	Miscellaneous
AMOUNT						
Rect. No. Date						

CONDITIONS OF CONTRACT

Encounter Overland Ltd
Registered Office:
271 Old Brompton Road
London SW5
Reg. No. 1021150 England

ENCOUNTER OVERLAND

I the undersigned wish to join the expedition mentioned overleaf under the following conditions:

1. The booking fee is made at the time of booking. The booking fee is accepted as the first instalment of the inclusive fare and will only be refunded if the applicant cannot be offered a place.
2. If, prior to 60 days before departure, an applicant wishes to transfer from the expedition he/she has booked, a transfer fee equal to half the booking fee is required. Less than 60 days, transfers cannot be accepted without loss of monies contracted unless the vacated place is subsequently filled.
3. a) Trans-Continental & Special Expeditions: An interim payment of £200/$400/R300 is to be paid not less than 60 days before departure as confirmation of the place.
   The accepted applicant will then pay the balance of the inclusive fare not later than 30 days before the departure of the expedition.

   b) Brief Encounters: An interim payment is not applicable. The accepted applicant will pay the balance of the inclusive fare (including the cost of any flight) not later than 45 days before the departure of the Brief Encounter.
4. If the applicant cancels his/her booking less than 60 days (45 days in the case of Brief Encounters) before departure the balance payment can only be refunded if the cancelled place is subsequently filled.
5. The organisers reserve the right to cancel any expedition or places on an expedition without prior notice. In this case all monies paid will be refunded in full. This shall be the full extent of the organisers' liability.
6. Tour prices and itineraries are subject to alteration without previous notice due to influences beyond the control of the organisers, e.g. exchange rates, epidemics and political disputes and clients should note that the organisers cannot ensure against price differentials of the various currencies acceptable in payment.
7. Charges quoted include meals, living and travel by the means and route indicated or as may be altered by the organisers. Unless otherwise stated in the expedition details, the price of visas, personal insurance, laundry, admission fees and purely personal spending is not included.
8. Clients will comply with all legislation, visas, immigration, customs, foreign exchange regulations of the countries visited. Should there be any contravention of the laws of any country through which the expedition passes, we or the expedition leader shall have the right to require the applicant to leave the expedition without recourse to refund.
9. Clients will effect personal travel insurance, being satisfied that their insurance cover fully meets their personal requirements and, in the case of trans-Africa and trans-South America, it extends the planned length of the expedition by three weeks. Cancellation insurance is also strongly recommended. Clients are informed that full vehicle insurance is not necessarily obtainable for all countries en route.
10. Any transport provided between London and Dover is free.
11. Clients acknowledge that this is an undertaking involving a significant element of personal risk and that this overland expedition is a journey of a hazardous nature. Clients accept this risk. Neither the organisers, nor the organisers' staff, nor their agents, nor any organisation or carrier with which they are co-operating will be under any unreasonable liability whatsoever.

This contract is subject to English law and is to be interpreted under it in an English Court of Law.

N.B. If you are married and especially if you have children or elderly dependants you are strongly recommended to have arranged extra insurance to cover these responsibilities.

Enclosed herewith the booking fee: Trans-Continental/Special Expeditions — £100/$200/R200
Brief Encounters — £50/$150/R100 plus £25/$50/R50 for flight booking fee.

I undertake to accept the terms and conditions printed here which I have read, and also the authority and decisions of the organisers.

Signature..... Date.....

The Important Red Tape

N.B. **Each heading below is discussed in detail in pre-departure information sent to all members of each expedition.**

The Cost

The fact is that the cost of an Encounter Overland expedition is shared and that it covers all expenses of a well-planned project.

You know the actual cost and you know that you and your personal spending money won't get caught up in sometimes bottomless miscellaneous 'kitties'. This concept of 'inclusiveness' is not spoon-feeding: it is a fundamental principle of full participation.

Remember, the cost covers all the following expenses throughout the journey:

- Administration and 'count-down' costs — our involvement in helping you to set off smoothly.
- Transportation costs — everything related to the high standard of vehicle preparation — and taxes, tolls, maintenance, spares, repairs.
- Top quality camping equipment; including big two-man tents and campbeds and all the cooking and domestic equipment to make life as comfortable, convenient and healthy as possible.
- All accommodation.
- All extras such as houseboats in Kashmir, East African wild life reserves, Amazon motorized canoes, etc.
- Food, three meals daily, usually prepared ourselves and occasionally at pleasant restaurants.
- And, perhaps most valuable of all, the involvement of a highly able expedition leader fully supported from an experienced base, with the authority to implement flexible ideas.

The cost of visas and personal insurance is not included and you will be glad of personal spending money based on approx. £3 per day, allowing for the occasional wayside snacks, souvenirs, postage, some museum entrances, laundry, etc.

Joining

To ensure a place, you should book as early as possible. You should first carefully read the booking form and return the completed portion together with the required deposit. Cheques should be made payable to your travel agent or Encounter Overland who will promptly acknowledge your booking and confirm that a place is available. All payments will be receipted. In the event of us not being able to accept your booking, your deposit would be returned immediately.

Passports & Visas

Passports must be valid for the duration of the expedition and have several blank pages for visas and border stamps. As a general rule, most visas are obtained prior to departure. The pre-departure details will tell you how these are obtained — in most instances. EO or your agent will be able to help you obtain them.

Insurance & Medical

Everyone must have individual PERSONAL TRAVEL INSURANCE. Various policies are available, but whatever policy you arrange it must meet the minimum specifications of the personal policies we arrange with recommended underwriters. Such a policy is probably the best way to deal with this. You are strongly recommended to make sure that your policy provides for medical repatriation, cancellation and curtailment and baggage. Anyone with family commitments must also be satisfied that they are responsibly provided for. (Full details can be supplied).

Participation in most of these projects requires vaccination. Smallpox and cholera are often required as is TABT (inoculation against typhoid, para-typhoid and tetanus). For most expeditions you are also recommended to have a Gamma Globulin injection against hepatitis immediately before setting off. Again, the pre-departure information will cover this point as it affects the specific trip.

Personal Equipment

Without doubt the easiest and best way to travel is as lightly as possible, taking just what is necessary. This can and must be contained in three pieces of luggage:

1. a medium-sized suitcase, canvas bag or rucksack;
2. an airline type hold-all;
3. a sleeping-bag roll.

A clothing list is supplied which might include a few things you haven't thought of, but no vast outlay in a new wardrobe is necessary! When you pack, however, you must obviously reflect the type of climatic conditions to be encountered.

There is no particularly vital photographic advice to give except that it is usually best to set off with all the film you expect to need. Once used, it will survive perfectly until developed on your return home.

Post

Projects of longer than one month have at least one planned mail pick-up point en route. These will be supplied with our approximate dates of arrival.

Recommended Reading

We'll let you have a list of books we've found of particular interest. And if there is a '1,000 page classical tome' you have always meant to read — you could probably get it read on the trip.

Musical Instruments

If you play a musical instrument, do think about bringing it along. It adds a lot to the fun — particularly around a campfire in the evening. But if it's especially large, delicate or expensive, please contact us first!

Connecting Travel

Encounter Overland and its agents will work hard at helping you find the connecting travel you need. And we'll work hard at the cost, too, doing our experienced best to ensure a reliable airline and a very competitive price indeed.

ENCOUNTER OVERLAND Ltd.,
271 Old Brompton Rd.,
LONDON SW5.
Tel: 01-370 6845.

ENCOUNTER OVERLAND (Inc.),
369 Pine Street,
Suite/516,
SAN FRANCISCO,
CA 94104.
Tel: (415) 421 7199.

ENCOUNTER OVERLAND Ltd.,
Kathmandu Guest House,
Thamel,
Kathmandu,
Nepal.