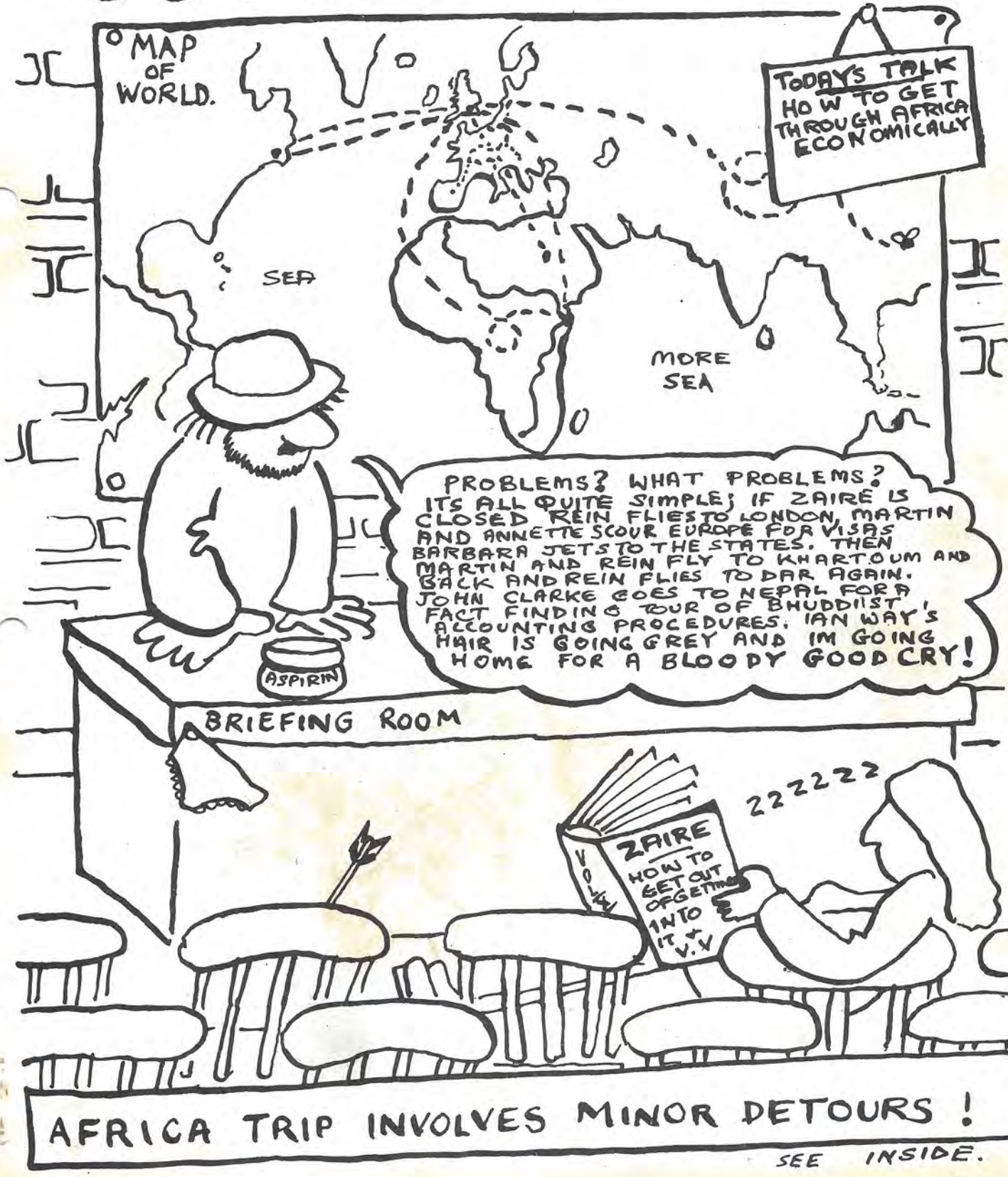


ENRASH

EXTRA SPECIAL ISSUE 1979



MAP OF WORLD.

TODAYS TALK
HOW TO GET
THROUGH AFRICA
ECONOMICALLY

SEA

MORE
SEA

ASPIRIN

PROBLEMS? WHAT PROBLEMS?
IT'S ALL QUITE SIMPLE; IF ZAIRE IS
CLOSED REIN FLIES TO LONDON, MARTIN
AND ANNETTE SCOUR EUROPE FOR VISAS
BARBARA JETS TO THE STATES. THEN
MARTIN AND REIN FLY TO KHARTOUM AND
BACK AND REIN FLIES TO DAR AGAIN.
JOHN CLARKE GOES TO NEPAL FOR A
FACT FINDING TOUR OF BHUDDIST
ACCOUNTING PROCEDURES. IAN WAY'S
HAIR IS GOING GREY AND IM GOING
HOME FOR A BLOODY GOOD CRY!

BRIEFING ROOM

ZAIRE
HOW TO
GET OUT
OF GETTING
INTO
IT +
V.V.

ZZZZZZ

AFRICA TRIP INVOLVES MINOR DETOURS !
SEE INSIDE.

SHARP END UPDATE

Lindi Wall and Rene Muller obtained Iranian visas in Islamabad where they were at the time of Bhutto's hanging. Continued to Kabul and exited Afghanistan at Spin Boldok. Cable from Quetta 15/4 - left Quetta 16/4 - due Esfahan 20/4.

EOL has been advised by a reliable source that the Iranian borders closed 17/4.

Laurence Jones arrived Srinagar 14/4.

Jim McDonald left Kathmandu 10/4.

Jerry Creamer left London for Kathmandu on 19/4.

We have obtained our Tanzanian Tourist Agents License.

Cable from JFD in Juba 14/4 and from Alan Dougall and Ivan Hurst also in Juba 17/4.

Bryan Wallace and Fred Tobler left Barranquilla 7/4.

Gaddafi faces bitter protests over 'duped' troops for Amin

By NORMAN KIRKHAM,
Diplomatic Correspondent

THE 3,000 Libyan troops airlifted to Uganda to fight in the last-ditch defence of Idi Amin's regime were duped into believing that they were flying to Tobruk for a ceremonial parade.

When they arrived at Entebbe and were ordered into action against advancing Tanzanian forces shooting broke out in their own ranks and some fled.

Reports of the fiasco are emerging in Tripoli with the arrival here of scores of coffins. More than 100 of the Libyans died in the Ugandan battles and he quarrels among themselves.

Diplomatic sources said yesterday that Colonel Gaddan, the Libyan leader, was facing bitter protests at home over the affair and had offered Tanzania £10 million for the release and repatriation of many more of his troops who were taken prisoner.

The autocratic Colonel is reported to have sent the troops to Uganda without consulting anyone. He issued orders six weeks ago that two battalions were to be despatched.

Major Farak Suleiman, commander of the Army, complained that he could not spare any of his better units because they were engaged guarding the frontier with Egypt.

Instead, older men of the auxiliary defence force were chosen and, according to reliable Libyan sources, all were told that they were being issued with rifles to take part in a parade at Tobruk commemorating withdrawal of the British military presence in Libya.

Disaster followed as soon as the airlift of the men, accompanied by cargoes of light

weapons and artillery, got under way.

One of the first plane-loads of troops was forced to land at Mwanza and more than 100 Libyans on board were seized.

The Tanzanian Air Force jammed radar and radio signals from Entebbe.

A second plane flying from Libya is believed to have lost its way and crashed in the bush of Southern Zaire. Some of those on board were killed and others taken to hospital at Kinshasa.

Colonel Gaddafi has asked President Chadli of Algeria to act as mediator in negotiating the return of Libyan prisoners from Tanzania and others surrendering in Uganda.

The deep public criticism in Libya and dismay at the numbers who have died could provoke a serious chal-

lenge to the country's leadership.

The protests are expected also to deter Amin from seeking sanctuary in Tripoli. Members of his family who flew there some weeks ago are reported to have moved on to Iraq and Amin is now likely to follow them to Baghdad.

Britain is preparing to recognise the new Ugandan Government of Dr Yusef Lule within a few days. A veteran British diplomat and expert on Ugandan affairs, Mr Richard Posnett, has been waiting in Nairobi to fly to Kampala for talks to pave the way for re-starting the British High Commission.

Britain took the unprecedented step of severing diplomatic relations with Uganda as a Commonwealth partner in 1976 after years of quarrelling with Amin.

ASIA

Kathmandu-London 6 March

Leaders: Lindi Wall
Rene Muller

EDA Srinagar 24 March

Vehicle: SVC 339H

Delhi 18 March : After spending a day in Pokhara we headed off to the border trying to get there before an Exodus truck, which unfortunately left Kathmandu at exactly the same time. Reached Varanasi to find ourselves in the company not only of Exodus, but also Penn and Treasure Treks too. The campsite was pretty crowded. After two days we left for Agra, stopping at Khajuraho and Gwalior Fort on the way.

The weather is perfect for travelling and we have managed to find swimming places most days. Luckily we got to Agra on the 13th before the start of the Holi Festival on the 14/15th, which, although supposed to denote friendship, involves covering everybody and everything in paint. A few of the group who braved the onslaught in Agra came back bright blue and pink.

From Agra I intended to go to Jaipur but at Fatehpur the truck stopped dead. While the group checked out the city; I spent the next few hours trying to find out why. Seemed to be a battery so the following morning we jump-started it and headed for Delhi. Sure enough one of the batteries had a dead cell - which the little mechanic here is repairing - (now repaired and working well).

At the moment we are in the process of obtaining Afghan visas which are promised for tomorrow - despite the stories going about that the border is shut due to tribal warfare. The Iranian Embassy appears not to be issuing visas but we'll try again tomorrow - they've been closed for 3 days.

Gas will be a real problem the whole way so we will cook on fires whenever possible. To get gas in Delhi you now need to get permission at 76 Jan Path and it can take anything up to 6 days: I was lucky and got it in 3 days. Take bottles to the above address and they will fill them. Possible also, I hear, to get gas in Rawalpindi and Kabul if necessary. I haven't had any gas since before Agra and it has taken 3 days to get it there. However, tomorrow we'll have visas, gas and stacks of food delivered by the ubiquitous Madam Rubi Subi - agreed on after 3 hours of hard bargaining, she's a tough cookie.

We have now had confirmation that Lindi has received the Afghan visas.

Lindi and Rene are taking the first Asia westbound for 1979. As we all know there are many obstacles ~~which~~ they will have to pass through before getting back to London (Lindi has spent most of the winter in Kathmandu!) by the end of May...best of luck to you. bk

Afghanistan

Enemies Without and Within

Immediately after it came to power in a bloody coup eleven months ago, the communist government of Afghanistan tangled with its eastern neighbour, Pakistan, over freshly resurrected border problems. Last week it accused its neighbour to the west, Iran, of sending soldiers into Afghan territory to stir up trouble. With that, the impression spread across Asia's troubled west that the opposing revolutionary tides of Islam and Marxism were headed for a head-on clash. Pakistan Correspondent Assif Shameen reports:

As Radio Kabul told it, 4,000 soldiers of the Iranian Revolutionary Force dressed in Afghan costume managed to enter Herat six weeks ago. The north-western city has a majority of Shi'ite Muslims and Kabul contended that Iran's Shi'ite patriarch Ayatollah Khomeini was mobilising them against the government. Foreign observers interpreted the announcement as official confirmation of the fall of the Herat garrison to Muslim rebels.

Coincidentally, Kabul Radio reported the appointment of Aslam Watanyar as the country's new army chief and Sher Jan Mazdoor as Interior Minister, ranking third and fourth in the government hierarchy after Prime Minister Nur Mohamed Taraki and Deputy Premier Hafizullah Amin. The assignments followed reports of further splits in both the armed forces and the Cabinet. Official spokesmen, however denied reports of civil war and major guerilla battles, attributing them to the Western press and Afghan mullahs living in exile in Pakistan.

But Pakistan is home to a variety of Afghans. While official sources confirmed a refugee influx exceeding 35,000, the fugitives' leaders themselves put the figure at 50,000. Islamabad has issued a statement denying the existence of guerilla camps inside Pakistan, but the clever phraseology avoids specifying that there are no military training camps for refugees in the self-administered tribal areas.

It is an open secret in Pakistan that guerilla training goes on in certain regions. Group chieftains, who are at liberty to supply details about their exploits, have lately been talking about intensive fighting in the Islam Qala and Kohsan area near the Iranian border and the Bandi Baba region near the Russian frontier. Last week, clashes were reported in the Kandhar district adjoining Pakistan's Baluchistan Province. Guerilla bands have claimed that the entire neighbourhood

of Khowst in Pakiya Province is now in their hands.

The rebels describe themselves as Islamic. This has led to the assumption that the resistance the Taraki government faces is linked with the Muslim resurgence in both Pakistan and Iran. The Kabul authorities all but confirmed the prevalence of resistance last week by admitting that the air force had been used against rebels in some areas; reports of heavy bombing in rebel villages were denied, however.



Townfolk outside the walls of Herat: Islam vs. Marxism?

There are three main anti-government groups operating in Afghanistan: Hizb Islami, Jamiat-e-Islami and Hurket-e-Inqilab Islami. In a joint press conference in Lahore attended only by Pakistani newsmen but later picked up by the Western press, they declared last week that the "holy war in the Afghanistan requires a vigorous push to overthrow the communist clique which is presently controlling only Kabul and some other major cities."

Independent onlookers find it difficult to draw firm conclusions about the claims of either the guerillas or the Kabul government. But all are agreed that the authorities have a big resistance problem on their hands and that it

has been aggravated by the triumph of the ayatollahs in Iran. Where it will lead is an open question at the moment.

An imminent improvement of weather conditions in the part of northern Pakistan that adjoins Afghanistan could be a boon to the guerillas, though things are unlikely to be easy for them in the long run. Observers point out that Afghanistan is a rambling, tribal country where control of the cities is crucial. They also attach significance to the Taraki government's considerable military prowess, buttressed by increasing Soviet backing. (Ominously, Russia's official *Pravda* newspaper alleged this week that Chinese advisers had a hand

in training the Afghan rebels.)

Still, diplomatic sources believe that any real threat to the ruling junta can only come from within its own ranks. Continuing reports of infighting at the top make this an ever-present possibility. For one thing, the air force is said to be restive after the arrest of Colonel Abdul Kadar, the man who executed the military coup against the previous regime of President Mohammad Daoud. Then there is a group of anti-Moscow communists (identified with Kadar) who are thought to be in league with the Muslim rebels. For the moment, the burgeoning Islamic revolution seems to have only secondary political significance after the leftist challenge to the Taraki government. □

Kathmandu-London 27 March

Leader : Lawrence Jones

EDA Delhi 2 April

Vehicle: AOR 621J

This is Lawrence's first solo trip...westbound. "Good Luck" and "Take every kind of Care".... bk

The following advice was received on March 22nd.....

91655L, ENCOLOD G PLS CAN U GET ME KATHMANDU, NEPAL NO. 205+

MOMSVP

KATHMANDU NOW CLOSED PSE TRY LATER

Russians massacred in riot by Afghan fanatics

By CHRISTOPHER DOBSON

RUSSIA has withdrawn all her civilian advisers from the holy city of Herat in Afghanistan after a massacre there last month in which some 40 Russians were killed in the most gruesome fashion.

Reports of the massacre, which are just reaching the West, tell of fanatical Moslem rioters arming themselves with swords, knives and hammers and wrapping themselves in funeral shrouds to indicate willingness to accept death. Then they poured into the streets to seek out the Russians.

"They knew where they were being and surrounded their houses. Some Westerners saw Russian women and children

running for their lives from the area of the Russian-built Herat Hotel.

Those Russians were caught and were butchered. Some were flayed alive. Others were beheaded and cut into pieces which were then paraded round the city impaled on pikes.

In last month's uprising the Afghans went out of their way to protect Westerners. A German technician trapped by the mob and accused of being a Russian was saved just as he was about to be killed by a rioter with a sword.

As the sword was raised above him one of the rebels stepped forward, threw a blanket over his head and led him to safety.

Western medical personnel at the Noor Eve Hospital were protected by Afghan members of the staff. The hospital was unharmed, but the Herat Hotel next door was heavily damaged. For once it was the Russians who were accused of being the "imperialist oppressors."

'Godless' régime

The precise cause of the uprising is not known. But an important factor is the influence of the Islamic triumph in Iran.

The Afghan Moslems have become increasingly discontented under the "godless" Marxist régime imposed on them by the coup a year ago which turned Afghanistan into a Soviet puppet.

The Pathan tribes have already risen against the government in the mountain regions along the Pakistan

border. But the Herat disturbances were the first serious urban demonstration of the Afghans' willingness to take on the Army and its Russian advisers.

Whatever the reason, the uprising lasted for some 10 days with large parts of the city occupied by the rebels despite tank fire, and attacks by jet bombers and MiG fighters.

The rebels, who had started the battle with swords, raided the armoury and were given modern weapons by soldiers who went over to them. They used field guns against the walls of Herat prison and anti-aircraft guns against the bombers. One eyewitness assessed the total casualties at several thousand.

The Government is in control of Herat again, but the population remains tense. The rebels appear to rule the countryside and the authorities are having trouble keeping the roads out of the city clear. Gunfire can still be heard and MiGs can be seen strafing the countryside.

AFRICA

London-Johannesburg 18 November

Leader : Brian Scowcroft

Arrived Johannesburg 15 March

Vehicle: GLP 200J

Dar Es Salaam 2 February : Crossed into Zaire peacefully and on to Lisala where 7 of the group took the ferry to Kisangani.

The roads are fair but worse than last year. Delayed by 1 day near Kisangani and had to re-build a bridge; much manoeuvring of huge logs with the truck, GREAT FUN!!

Had an excellent steak group meal at the Olympia Hotel and collected the rest of the group. The roads around Mambasa, Mt. Hoya are indescribable, enormous holes, some big enough to literally hide '5' other trucks and if it rains the holes are full of water. Delayed a few days by bad roads. A further day cutting a new road around one hole which in fact, judging by the truck queue, saved us about 3 days.

Visited Mt. Hoya- super place good food and on to Goma. Roads fair - Virunga National Park very good. Then slow going with stops for strawberries.

Border no problems and stopped at Ruhengeri for 2 days, camped in National Park and group wanted to see gorillas and I had a rest, developed fever and swollen foot and couldn't drive.

Went to Serengeti, Ngorongoro and Lake Manyara. 13 of the group went up Kili and I went to the hospital.

Brian was hospitalized in Johannesburg for a few days with malaria and a few other undiagnosed diseases. He is now recovering and we expect to see him back in London shortly. bk

London-Johannesburg 3 February

Leaders: Alan Dougall
Ivan Hurst

EDA Bangui 30 March

Vehicle: WBH 646S

Tamanrasset 6 March : Left Tunis on the 15th after obligatory visit to concrete replicas of remains of Carthage (although the ruins up by the Cathedral a little more interesting). Tourist brochures persuaded us to detour via Matamata and Toujane (near Gabes). Worthwhile, but super cold in the mountains. If it hadn't been for some remarkably warm abandoned cave-houses, we would have been camping in an inch of snow at Toujane. The same glossy

literature prompted us to investigate the possibility of following the Libyan border track to enter Algeria near Ghadamos (Libya). Conflicting information led us as far south as Fom-Tathouine and eventually to a definite 'no-way' back at Medenine.

North again to Bouchebka (no problems). Tebessa, south via El-Oued, Hassi Messoud to In Amenas (good hot springs about 20k past Hassi Bel Buebbour, on right).

In Amenas road permits obligatory to go further south. Not issued to Tamanrasset, only for D'Janet, then D'Janet - Tamanrasset at D'Janet. (i.e. one must go to D'Janet).

Conflicting information from other police stations and tourists suggests the permits are only for one's own safety, and not obligatory - unable to get a definite ruling, so would prefer to assume they are essential.

Sand dunes south of In Amenas and 20k stretch about 190 - 170 km's north of D'Janet spectacular - the rest painful, hard going.

D'Janet : Altours ruling that all 'expeditions' (i.e. organized groups more than 8 people) must take one of their tours, minimum cost of 108 DA (\$25) for one day excursion. Conspiracy between police and 'Daira' (road permit to Tam and permission to buy fuel) ensures that no one gets away until the Altours receipt is produced. Effective bribing impossible due to in-built triangular safeguard...clever!!

Since our information at In Amenas did not relate to Altours, we informed the group that they almost certainly would not have to pay anything. It was agreed, when the situation became clear, that they should pay half - a reasonable compromise. In the event everyone enjoyed the tour, in spite of its arduousness; the highlight being the famed 'Von Daeniken space-man painting' (joke).

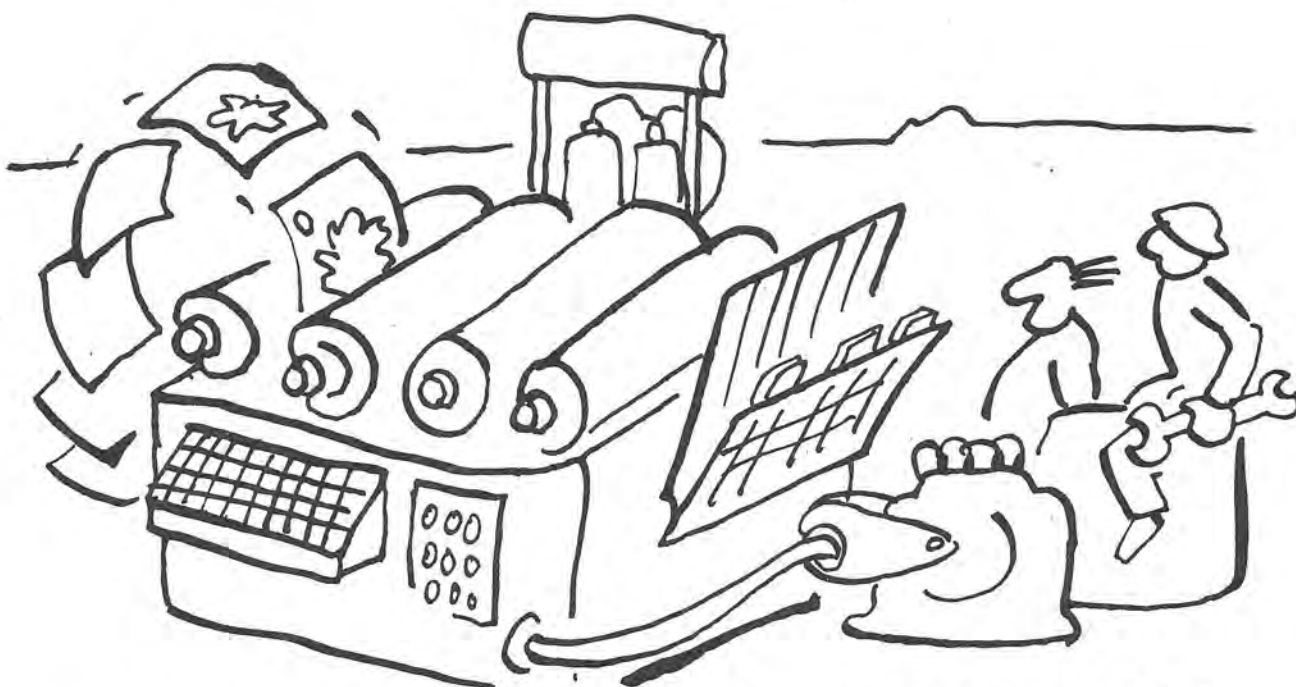
Uneventful journey to Tam via Assekrem.

From our experiences it would appear that the D'Janet route can only be done if the whole group is prepared to pay \$25 a head (irrespective of whether or not they take the Altours trip). The alternative of going without a permit and avoiding D'Janet invites trouble.

Kano 16 March : Remarkably uneventful stage. Left Tam evening of the 6th (new customs building 300 yds west of old one), In Guezzam/Assamaka 8th/9th, Agadez via Tegguidan-Tessoum. Delayed 24 hours awaiting Police Chief's autograph on passports - he finds working Sundays distasteful apparently. New road going in Arlit-Agadez...Tar no less.

Meanwhile, sporadic gestures with graders have brought sections of Agadez-Zinder road up to tolerable levels. Customary market - beer and souvenirs stop again at Zinder. No problems Niger/Nigeria border, Kano on the 15th. Campsite being built beside Central Hotel. Closed for next few months, using race course instead.

Thanks a lot Alan for sending in the first typed en route report!! Do you have a personalized secretary on your trip? Everything was even spelt correctly (not that I would have noticed anyway)!! Maybe all drivers need their own personalized secretary????????? bk



WHICHEVER CLEVER BLOKE THOUGHT OF TYPING HIS OWN EN-ROUTE REPORT REALLY STARTED SOMETHING - EACH TRIP NOW HAS TO HAVE ITS OWN OFF-SET LITHO.

African Maps

The Michelin map number 153 (north west Africa) is now out of print. Michelin tell us that there are no immediate plans to reprint this map, their reason being that the dispute in the Sahara has left the border positions uncertain.

So please look after all maps, and particularly this one as supply may be short for sometime to come.

Johannesburg-London 31 January

Leaders: Rein Kamar
Peter Stevens
Vehicle: BVS 967T

EDA Bangui 12 April

Dar Es Salaam 15 February : Trouble free smooth run to Lusaka where we arrived on the 5/2. Zaire Embassy refused to give visas so far from Goma (guess they were afraid we might go and shoot up in Shaba province) Received your telex on 7/2 and pushed on towards Tanzania with fingers crossed. Road from Nakonde to Mbala is fair dirt but was very wet. Mbala totally useless for anything.

Leaving Zambia (at Zombe) was dead easy but very very slow as all "officials" were as high as kites. Kasesya also no real problem. Tanzanian immigration proved to be no hassle but they would only accept shillings or \$'s in payment for visas (25/- each). Customs was slow and extremely thorough. They know full well we come from S.A. and I think it's only a matter of time before life becomes difficult there...especially after our "encounter" at Sambawanga.

The details...we were stopped by police and "escorted" to Immigration where Pete and I were subjected to a 3 hour "interview" (interrogation?) by 3 gentlemen employed by the Tanzanian Government. We managed to answer questions like... "Why did you use this border instead of Tunduma?"...and..."Are you carrying any S.A. residents?"...and..."why are so many of these passports so new?"...to their apparent satisfaction and they eventually let us go.

One of the "interviewers" was the Immigration Chief for the area...including Kasesya...and he was back from Tunduma with all the latest rules and regulations.

Next truck to hopefully enter Tanzania, they should certainly at least drive like hell through Sumbawanga early in the morning while the bureaucrats are still asleep. Same applies to the village of Tunduma. The police in the area showed considerable interest in us and also the Kasesya road comes out onto the tarmac no more than 100m from the border post!

The whole detour via Mabala is about 600 km long and cost us 4 days in the wet. Got bogged a few times. Roads fair to bad.

The rest of the run to Dar, except for being hassled by the army late one night, was pretty uneventful. Lots of game in Mikumi.

Arrived here this morning and are getting Zaire and E.C.A. visas organized. Unfortunately the Kasesya "side-trip" has caused us to be "stuck" here over the weekend. An added complication is that the Zaire Embassy now demands letters of introduction from the respective embassies of the nationals we carry (7 in my case!) before visa applications will be considered.

AND THEN...We received the following telex from Rein and Peter..."NOW A PROBLEM. Zaire Embassy has today refused to issue visas due to new and mysterious circumstances. Yesterday applications were accepted but today no go. It seems to be no go for an indefinite (but long) period. Any Ideas? Intend to sit out the weekend and check the scene on Monday. In Zaire? Do you think? What's going on in Zaire? What about alternatives?

On the 16th of February we received a telex from Rein in Dar saying the Zaire Embassy had refused to issue visas. No one realized at the time just how serious this problem was. Certainly no one foresaw the subsequent threat to Trans Africa.

Initially the Zaire authorities informed Rein that the border was open, but visas would be issued, in a person's country of origin only. Although JFD had obtained his group's Zaire visas in Lusaka-Rein established by phone that this procedure could not be repeated. The decision was then taken to fly Rein back to London with the group's passports, so that he could go to Europe and obtain the visas.

Rein arrived in London after a 39 hour flight. He then set off to get the visas in Belgium, Holland and Germany, whilst Annette went to Switzerland with the Swiss passport, and Babs deserted her noisy typewriter and flew to Washington with the 3 American passports. By Thursday March 8th all visas had been obtained apart from the one for the Belgium EM.

It was also on this day that the Zaire Embassy in London informed us that the visas were not worth the paper they were printed on. The land borders were all closed by order of the President himself. The reasons for this were varied but included diamond smuggling, ivory smuggling and the arrest of mercenaries in Gisenyi Rwanda.

To us this simply meant the effort and expense of the preceding weeks were necessary but in the event useless.

Two alternatives came to light, firstly, lobbying in Kinshasa and secondly attempting to get road permits to travel through the Southern Sudan. The Kinshasa idea was not felt feasible as Mobutu had only just issued his decree - so on the evening of March 13th Rein and I set off with Sudan Airways, climbed through the rainclouds and headed for Khartoum.

KHARTOUM

Khartoum is a hot, dusty city situated at the junction of the Blue and White Niles. It is a city where none of the telephones work and where the afternoons produce regular dust storms.

Rein and I had little idea where to begin, so the British Embassy seemed a logical place. The Vice Consul, a Mr. Dove, knew EO from South America. His memories were not over-favourable, and seemed to be connected with our money transfers over there. Anyway, having reminisced and gone through the usual pessimistic conversation of how long did we think we could go on in this 'game', he told us we were unlikely to obtain permits and referred us to Colonel Arafat in the Aliens section of the Ministry of the Interior.

Colonel Arafat was a shortish man whose desk was completely bare. (The envy of us all here). He did not appear to be planning a coup (like so many Colonels) and told us this was not his department (what a surprise).

It was then that we met the Superintendent of Immigration. We were to meet him again many times.

The Superintendent was not that pleased to see us in spite of our recent haircuts and relatively clean appearance. We were told the permits were not obtainable in Khartoum, that there were no application forms, and that we should have applied in London. (Sudan Embassy in London issued us business visas so we might apply in Khartoum!) The two of us sat in the Superintendents office until we realized the Ministry was closed and in all probability the Superintendent had gone home. We then left.

Feeling fairly low we discussed this negative reaction. The Superintendent did mention that even if permits were obtainable, which he emphasized they were not, a bond would be necessary. Taking a chance we telexed EOL on Thursday afternoon asking that such a bond be arranged. Mr. Hardcastle, a British guy working in the Sudan, was persuaded to bring the guarantee with him. We collected it from him on Saturday night at Khartoum airport.

The efficiency here was not being matched by us in Khartoum. We had managed to find an old application form and photocopied it. But the answer was no. The Superintendent told us his hands were tied from above.

Then strange quirks of fate began. A lift with a Sudanese businessman led us to a retired General who managed tourism in the Sudan. He referred us to the tourist board who said there was no problem. Sunday morning, accompanied by a guy from the tourist board we suffered another defeat from the Superintendent. He seemed to be winning the points.

Back to the General, depressed and fairly fed up.

When we returned the General was talking with the ex Ambassador in London. He said he would do something for us and we should return the following morning Monday the 19th of March.

The General is a wise man. He knew we were on a losing wicket battling with the bureaucracy, especially as the Southern Sudan is autonomous and the officials in Khartoum, although representing the government, were from the north.

In front of us he phoned a Mr. Wal, the Southern Sudan representative. We travelled out to the Khartoum extension to see Mr. Wal. In fact, what was happening was that we were to interrupt a meeting of Ministers who were visiting Khartoum from the south. Included in this gathering was the Minister for Tourism for the south and the ex Commissioner for Police in the south. These two people were responsible for the eventual success of our visit. We did not know this as we travelled to the extension. Nor did we know the General had not telephoned Mr. Wal but was sending us to where he knew the Ministers were. Perhaps the General believed our ignorance would give us courage. He was undoubtedly correct.

The Ministers were shocked to be interrupted. We were shocked to be interrupting them. After some to-ing and fro-ing, and leaving and staying the Minister for Tourism said he and the ex Commissioner would help us. Back to the Ministry of the Interior. Gates being opened, soldiers saluting and heel clicking the ex Commissioner, Rein and I returned in style. Things were looking up...



We were parked in an office with two secretaries while the ex-Commissioner dug out his contacts. I was personally feeling fairly relaxed until one of the two secretaries asked if I would like to marry her and see a little more of her that afternoon. Once again the blood tempo increased, but since she spoke no English and the lecherous male interpreter left a lot to be desired, I thought it better to return my mind to the wretched permits.

The next day Tuesday we met the ex Commissioner again and saw the Chief of Police. He agreed to order the issue of permits. Back to the Superintendent who apologized; the permits for JFD and Rein were issued on the spot. The other 2 permits, for Alan and Ian, were to be issued when the bank guarantees were finalised. Need I say we felt pretty good.

That night Rein flew down to Dar. The following day I realized with horror funds were low (an unusual situation for me) so I shifted into a Sudanese doss house, the main features of which were a man who slept with his radio and an Egyptian lady who, like Cleopatra, held audiences with her potential courtiers, but the comparison did not unfortunately stretch to looks.

Having got all 4 permits the only other incident involved physically getting Alan Dougall's permit from Khartoum to Bangui. The post was hopeless so the only practical means of getting this piece of paper to Bangui was to get it on a 'plane oneself, either via one of the passengers or via the flight crew. There is only one flight per week Khartoum-Bangui, this leaves on Tuesday morning and is an Aeroflot flight.

On Monday morning Aeroflot could not confirm whether or not this flight was going. Later that afternoon a travel agent said he thought the flight would arrive at 7.45 am. Since the whole thing was so vague I assumed there would be no pax joining at Khartoum; I was correct.

I arrived at 500 am just in time to see the 'plane landing. I nipped out through the departure gate onto the runway. 3 passengers staggered down the stairway and I ran up into the 'plane just as the captain emerged from the cockpit. Seeing me in my Afghani pyjamas with a sinister looking black brief case he put his hands up. Behind me the 3 stewardesses lay down flat on the deck. Far from being one of the less colourful members of the EO blunt end I was now thought to be a politically motivated, dangerous and perversely brave hijacker. I dropped the brief case and fell to the floor as fast as I could, fearing some communist inspired bullet might crunch into my promotions-fed back.

The captain spoke no English, and my Russian was not ever up to my 'Ou est la tappe' (where is the tap) French. However, one of the stewardesses, who was lying near the toilets crawled forward speaking English. Either she was trying for the Lenin cross or else she realized I was as harmless as I looked. We met half down the airliner, both still on all fours. I explained our problem, and Alan's permit was delivered that day to the French Embassy in Bangui.

Postscript . On my return David Gillespie from Exodus came to the office and I gave him as much information as I could. Exodus obtained their permits a week later. With all the unrealistic and inflated sense of glory gone, I have returned to the more mundane advertising rigmarole.

Johannesburg-London 7 February

Leader : John Finch-Davies

EDA Nairobi 27 March

Vehicle: NRB 956J

Dar Es Salaam : Usual route form JHB. Nothing to report...But...Two EM"s arrested in Lusaka, one for trying to photograph the Main Street and one for asking directions to the Post Office from a local. Both released in a couple of hours...seems like a very good group!!

Kilimanjaro 10 March : Picked up new passport, E.C.A and Rwanda visas in DSM very time consuming. Rwanda Ambassador went off "on safari" for 4 days leaving passports locked in his safe.

Met Brian and scrounged his handbook; slightly better than my 1975 edition. Noted that it contained all the info on Rwanda visas: I had to find out the hard way.

Had to kill some time while Stevens got out of the way, so I took the group over to Zanzibar by dhow. 23 hours outbound against the wind, 8½ back. Zanzibar even more run-down than the mainland. Opinion of the trip was that it fits into the Kilimanjaro, "Great once, but never again"!!

JFD sure has a way with words!! One comment he made on his number 2 report was..."Main complaint is not enough birds for the blokes"...what's he complaining for??? Anyway, he seems very pleased with his group...have a good time!! bk

Johannesburg-London 28 February

Leader : Ian Johnstone

EDA Nairobi 12 April

Vehicle: AOR 622J

Lusaka 8 March : The 'freedom fighting' situation is pretty tense again here and a full days drive is needed to get to Kundalila Falls and a reasonably safe campsite. I strongly recommend trips in the near future to stay at the Falls; do a one day drive to Lusaka staying at the Caravan site (Yielding Tree farm was visited by 15 heavily armed men the night after I left southbound) and another days drive staying at the campsite in Livingstone. Bush camping in this area would definitely seem dangerous.

Once again Ian, good luck....bk

SOUTH AMERICA

Barranquilla-Rio 19 October

Leaders: Dick Wheaton
Kevin Heeley

Arrived Rio 26 March

Vehicle: RHS 301M

Bariloche 2 March : Good stay in Santiago - exciting city.

Departed after midday 28th February - headed south on good road. Made good mileage to the Riverside Campsite about 8 pm where oil changes were the order of the day. Bed around 12, then up at 5 for a long day, making Lake Puyehue the following night. Good campsite for a swim, then up again early to make border on time.

Border officials unfortunately had a sleep in and didn't open till 10am. No problems entering Argentina (like last time!), so made Bariloche by mid afternoon (contrary to information suggesting we could do Bariloche in a day and a half!) for reunion with rest of group. Truck work today, then south again.

Dick, Kevin, and Fred had a very tight schedule to run to in order to get to Iguassu Falls in time to rendezvous with the March 10th northbound. This was all done very smoothly and very well...bk

Rio-Barranquilla 30 November

Leader : Bryan Wallace

Arrived Barranquilla 23 March

Vehicle: BVS 968T

Lima 15 February : Left La Paz in less of a cloud of smoke than we arrived thanks to the new pump fitted, and with welcome full vision thanks to the new windscreen. Skipped the Island of Sun and Moon from Copacabana because of awful weather and headed straight for Cuzco. Border quick and easy. Road from Juliaca to Cuzco in bad shape compared to three years ago. This has generally been the case throughout this area. Cuzco as always a delightful place to be but a little spoilt by too many tourists. The food is as good as ever, the waiters as bad as ever.

Eleven of the group did the Inca Trail during four days of relatively good weather. From Cuzco to Puquio the road and weather deteriorated until we were brought to a virtual standstill on slippery roads and thick fog. Only just in time did we find a place to camp.

With locals speeding blindly with no lights it was more dangerous to stop on the road than creep slowly downhill. Morning brought clear skies and better conditions. By Nazca we were almost complaining of the heat. 14 EM's took the \$25 flight to see the lines, the truck was relieved of its ½ ton of mud as were we all under the airport showers.

Arrived Lima this morning 10.30 am.

Quito 7 March : From Lima to Tumbes along the Pan American via Trujillo.

Eight EM's also hoped to be able to book up on flights to the Galapagos after their return trip from the jungle. On our way to Quito we made an unsuccessful attempt on Cotopaxi but turned back by a blizzard.

The new road from Quito to Mishualli via Baeza is a good 7-8 hour journey if the weather is good. As all the group that came down to the Oriente wanted to do trips I stayed behind with the truck. It was a good opportunity to rest up, even if I did drink too much beer. An uneventful return trip to Quito.

Bryan has now arrived in Barranquilla and after having a little rest will be taking the April 7th southbound. Have a good rest Bryan?? bk



Well - I HOPE WE'RE FEELING REFRESHED
AFTER A NICE WEEKS TURN-AROUND - WE
GOT YOUR CABLE REQUESTING ASSISTANCE WITH
SOME SERVICING PROBLEMS.

Rio-Barranquilla 10 December

Leaders: Derek Biddle
John Scully

EDA Barranquilla 31 March

Vehicle: WBH 648S

Quito 12 March : Left Lima heading north to Trujillo and Chan Chan. Spent a full day there visiting several sites, using Prof. Pedro Puerta as our guide (very worthwhile getting his services). Two days to Tumbes and two days on the beach near Zorritos.

Quick border crossing into Ecuador. (Please note that the immigration officer on the Equadorian side collects coins and donating to his collection speeds formalities).

On to Mishualli and jungle trip via Banos. Whole group decided to go on the jungle walk rather than the boat trip. Typical jungle weather (humid with intermitant rain) but no mosquitoes. The day the group was due back I took the truck into Tena to shop. On the way back at about 12.30, while passing an on coming vehicle on a narrow section of raised road, I got too close to the shoulder which gave way under the trucks weight and left it at a rather dubious angle.

Just along the road was a logging operation and I was able to enlist the help of two large logging machines with power winch and a Berliet truck. After much time and sweat, jungle clearing and digging, pushing and pulling, the truck was in fact further off the road than before and still at an undesirable angle. So having decided that coming up the embankment was not possible the said logging machines (product of John Deer Ltd.) set to work clearing the jungle from behind the truck and making a road to a lower part of the embankment. This done, the truck was carefully winched down (much easier than up) to jungle floor level and there after towed back to the road. The whole operation took five and a half hours. The only casualties were the front bumper, (due to the attentions of the winch now under repair in Quito) my knuckles and left foot and E.O.'s wallet. The hire of the two logging tractors and labour came to 200 dollars so my apologies to Mr. Clark.

The next morning having collected the group we set forth for Quito and arrived here on Monday 12th.

The British Embassy not collecting mail.

Derek and John are now due in Barranquilla on the first of April...and we look forward to seeing Derek (in my case meeting Derek) back in London. bk

Rio-Barranquilla 10 March

Leaders: Dick Wheaton
Kevin Heeley

EDA Santiago 18 April

Vehicle: RHS 301M

Dick and Kevin are once again on their way to Tierra Del Fuego and are due to arrive on the 3rd of April. GOOD LUCK!:' bk

Kidnap shocks Iran

TWO sons and a daughter-in-law of Ayatollah Taleghani, the Teheran Shiite Moslem leader who is one of the key figures in Iran, were seized by guerrilla abductors and held overnight in an Army jail, it was disclosed yesterday.

Although they were subsequently released, the Ayatollah was so upset by the incident that he closed his offices and left Teheran for a rest, his daughter, Azam Taleghani, said.

Revolutionary courts continued to exact their daily toll, with two generals and four other convicted supporters of the Shah's regime falling to firing squads in Teheran and the provinces.

Iran's first woman senator, Mrs Shamsui-Molur Mossahab, is among people listed in a newspaper as having been arrested by revolutionary guards.

Mrs Mossahab, 67, is a distinguished education expert with a doctorate from American universities and 20 years' experience as a teacher, headmistress and inspector of schools.

By **DAVID SHEARS**
in Teheran

The list also includes four other MPs, 13 former agents of Savak, the secret police under the Shah's regime, and military officers.

Estimates of the number of prisoners still awaiting trial for supporting the imperial regime range from 5,000 to 17,000, and the revolutionary courts are expected to continue dispensing summary justice for a year.

But with execution announcements a daily occurrence, the kidnaping affair made banner headlines in yesterday's Persian language press. Miss Azam Taleghani confirmed that her two brothers and a sister-in-law had been kidnapped and held at Lavisan Army Barracks, outside Teheran.

The official Pars news agency confirmed that the Taleghani family members had been seized but said the incident resulted from a "misunderstanding."

A spokesman for the Prime Minister, Mr. Bazargan, said

those responsible for the kidnaping would be severely punished.

TORTURE ACCUSATIONS

The latest victims of Revolutionary justice included Brigadier-General Jehangir Esfandiari, a former martial law administrator, and one of his officers, Lieutenant Parviz Yaqmai. They were convicted of murder, torture and attacking mosques.

Another was Brigadier-General Syed Abbas Hashemi who was condemned and executed for operating with Savak, the Shah's secret police, and torturing young people.

'Nkomo not target of raid'

By **CHRISTOPHER MUNNION** in Salisbury

JOSHUA NKOMO, co-leader of the Patriotic Front guerrilla alliance, was not the personal target of the Rhodesian commando strike into the centre of the Zambian capital of Lusaka, General Peter Walls, the military commander, said in Salisbury yesterday.

General Walls said the two-hour pre-dawn raid had achieved its objectives, which were purely military, to destroy the command and communications structure of Mr Nkomo's Zimbabwe People's Revolutionary Army.

The Rhodesian security forces were not involved in political assassination, the general said. "I don't wish to sound boastful, I really don't, but if we wanted to kill Mr Nkomo we could have done so."

He scoffed at Mr Nkomo's claim that the Rhodesian troops had intended to kill or capture him and indicated that Rhodesian intelligence reported that the guerrilla leader was not in the house at the time.

"We did not expect to find Mr Nkomo at home... our intelligence is pretty damn good," General Walls said.

He declined to give any details of how the daring raid by troops using vehicles painted in Zambian army colours was carried out but said the only two targets were Mr Nkomo's house, which was his command post, and the Liberation Centre which housed a Zapu military office.

No other buildings were hit and the Rhodesian force suf-

fered only three minor casualties, the general said.

But Mr Nkomo claimed he was in the house when the Rhodesian troops arrived, and fled through a secret exit as the shooting started.

A distraught Mr Nkomo, surveying the burned-out wreckage of his home, said that the attack had begun at 3 a.m. on Friday morning. "At first we thought they were members of the Zambian Army, but they started shooting and that was the time I got out," he said. He claimed that some of the Rhodesians had been killed but their bodies had been carried away.

Rhodesians killed

General Walls also defended another Rhodesian action in blowing up and sinking the Kazangula ferry which plies the Zambezi river between Botswana and Zambia. The ferry, he said, was being used daily to transport war material for Zipra guerrillas.

The general said that the external raids had concentrated on Zambia because Mr Nkomo had not committed his guerrillas inside Rhodesia in the same way as Mr Robert Mugabe's Mozambique-based Zanla (Zimbabwe African National Liberation Army).

He intimated that Zanla had infiltrated hundreds more guerrillas into Rhodesia on the eve of the election by saying that the security forces welcomed an opportunity to "get to grips with the terrorists" who had previously avoided contact with government forces.

Afghan regime is facing a tough second year

ISLAMABAD, Pakistan AFGHANISTAN'S Marxist government approaches its first anniversary this month with more problems than when it swept to power in a bloody military coup helped by its Soviet neighbour to the north.

There is little doubt the Soviet victory in the coup it backed to unseat and kill President Daoud last April has turned sour.

A few months ago, rebels appeared confined to Afghanistan's remote areas. They have spread out considerably since then.

From Pakistan, refugees and local sympathisers have

stepped up attacks into eastern Afghanistan.

Moslems claim the Marxists have murdered tens of thousands of their religious brothers and have vowed to banish them with a holy war.

In a speech at the weekend the regime's leader Nur Mohammad Taraki spoke of "reactionary circles of Pakistan" and "fanatics from Iran" who had been repulsed so vigorously "that I do not think they dare do it again."

Diplomatic observers across the border in Pakistan say Taraki's leftist government may need more than administrative changes to pull it through a second year in power. (UPL)

WREN PARK



Once more I manage to pass the buck. John Simmons has taken on the job of assisting me here at the Workshops through to September so with-

out further ado I pass this month's Enflash contribution to him as job one...

Here goes with my first contribution to Enflash from the Wren Park Hot Seat. I always understood there to be a Hot Seat in London but now I find one up here, especially when a pen and paper are thrust in your direction and one is told to write.

Firstly, let me introduce myself. For those of you who do not know me I am John Simmons. I come from good old Kiwi land. I have been here in the workshops for about two months and have taken up the position of workshop foreman until later this year. During this time I hope to be able to meet many of you as you return from and depart on expeditions.

Work on converting LLK to a 466 engine is very near completion after many frustrating hold-ups waiting for parts caught up in a strike at Bedfords. This vehicle is due to leave on a trip across Asia on April 19th.

SDD has been into the workshops, overhauled and repainted and now sits proudly in the yard awaiting action once more.

Delivery of the new Dodge 1511 for South America is due any day now. The body for this vehicle is sitting in the yard awaiting the truck's arrival.

A selection weekend was held at the workshops last weekend. A military M type which we have just received was used to test their mechanical aptitude. Great work was done by these prospective trainees and we now have a very much dismantled M type which is being built up into a new truck.

From the selection weekend we have approximately five new trainees who will be starting with us at the beginning of May.

At 23A Walsworth Road we have now taken over the bottom flat giving the room to be able to sleep many people in relative comfort.

Enough from me; it's back to work...John

HOT SEAT

In the next month we shall be seeing more trips coming onto the road and a number of leaders taking their first trip as leader/driver, so it's a good time to repeat a number of points that were mentioned in last years Enflash.

NEXT OF KIN LISTS These must be sent in within 48 hours of trip departure - accidents do not wait until you've got the list back, so ensure that all members including driver/leader fills them in fully.

PROCEDURE FOR INCOMING GROUPS When coming into UK phone EOL from Europe 3-4 days prior to arriving at Channel Port with the following details:

- (a) Time of ferry required;
- (b) Number of group crossing on ferry (including yourself);
- (c) Number of people for meal in London.

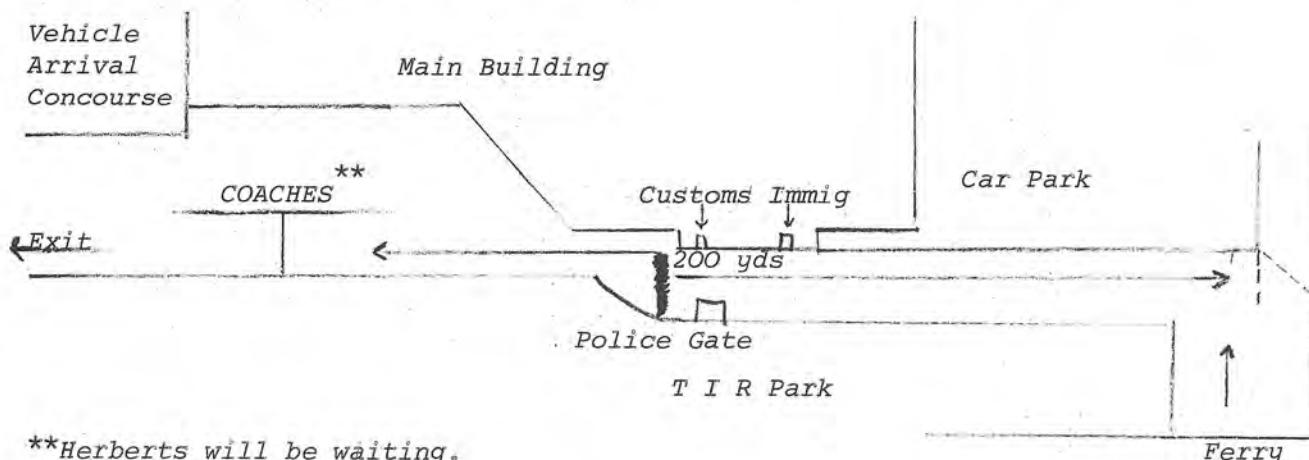
The ferry tickets are then telexed through to be issued at the ticket office at European Channel Port.

ENTRY INTO UK It is extremely important that the vehicle is driven empty of group and their luggage; that the trailer is empty and the whole unit is driven on trade plates from the moment it leaves the customs area at Dover. The trade plates are brought down on the Herberts Coach waiting on the other side of customs barrier. Failure to comply can lead to prosecution of both the driver and EO.

The truck must then be driven direct from Dover to Wren Park.

Ensure that the group know that they are taken to Victoria Mainline Train Station and NOT to the office. The reason for this is that we really don't have the space to process a whole group requiring mail at one time.

MEAL OUT ON ARRIVAL EO offers a meal to the group, normally on the night of arrival. All meet at 7.00 p.m. at the Prince of Teck Pub, Earls Court Road (100 yds north of the underground station exit, on opposite side of the road). From there going to a restaurant to eat.



**Herberts will be waiting.

FLIP FLOPS Recently driver/leaders in Africa have been seriously ill through wearing flip flops and thereby picking up bugs through their feet. Not only does wearing flip flops have an obvious high risk factor medically and physically but in many countries it is illegal to wear them while driving. **DO NOT WEAR FLIP FLOPS WHILST DRIVING** and in Africa wear boots for your sake as well as ours.

MEDICAL Medical claims are only accepted against an official receipt. If an Expedition Member has to return home by air for medical reason they must have a letter from the doctor confirming the necessity of medical attention in the UK.

BAGGAGE CLAIMS Insurance companies do not pay out on baggage claims unless there is an official confirmation letter. If a theft occurs ensure that a police report is obtained.

AFGHAN PERMITS Please return Afghan Road Permits to London with next report when you finally exit Afghanistan.

Communications The correct telegraphic address is ENCOLAND LONDON. Cables then come through on our telex machine and not hand delivered. Precede all messages with name of sender, date and where it's from.

"TAKE EVERY KIND OF CARE".....Mr. Way

A BRIEF REVIEW OF THE METHODS INVOLVED IN THE SELECTION OF NEW DRIVERS.....

1 THE SIEVE METHOD



2 THE SKILL AND JUDGEMENT METHOD



3 THE POISE AND LOOKS METHOD



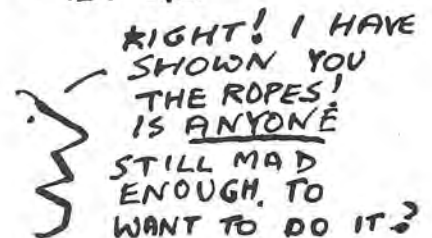
4 THE "FINANCIAL ADVANTAGE" METHOD



5 THE INTELLECTUAL CAPACITY METHOD



6 OR THE USUAL METHOD ADOPTED BY E.C.



Barbara's Blurp...

Whilst I sit here trying to decide what to say and how to say it (unusual?) ...I draw a blank. But wait there's still a chance! The problem being that so much has happened in the past month i.e. new and old office crew coming and going - drivers flying all over the place - and the "mars run becoming impossible without inter-Giactic Super Crabb". Are you confused?...GOOD...

Goodbyes first. Ann Clark has left EO (for a man?) and her future plans were still a bit unclear when she departed. We all wish her the best of luck in the future.

Tom Colville has flown out to join up with Gypsy.

Heather is now back from EOSF to replace Ann. It's nice having a new fresh face in the office! Hope you can take the weather conditions, Heather!

Annette has been doing many jobs since she has come up from South Africa. First she did promotions with Mr. Crabb in Europe, then to London where she took over for JCC in his absence- and then off to Europe once again but this time with Rein (see Crabb's report for further information). Annette sure gets around!! At the same time Annette was also standing in for Ann until Heather returned from San Francisco...BUSY! BUSY! BUSY! Now Miss Leutert is off to San Francisco to replace Heather. We will all miss you, Annette!!

Linda has reluctantly returned from Kathmandu after doing a very good job setting up the new office in Kathmandu. It's sure good having her back in our happy little office.

And a special welcome to Grogery, the new office plant/pet/friend/?. He was originally a Gregory but I made one of my notorious errors while printing his name...and he's now Grogery.

Mr. Clark who has not been with us for the past month but baking away on the luxurious beaches of the Far East. We've received many suggestive and erotic post cards from John...his spelling has not improved..!cause he signs his cards "breast of luck". John is due back in London on the 17th of April.

LONDON HEADLINES

London is now on "Unofficial Action" (no more strikes).

Airey Neave, the Shadow Secretary for Northern Ireland, has been assassinated by a car bomb; the beginning of a promised bombing campaign by the IRA.

General Election on May 3rd...Mrs. Thatcher favoured to win...Britains first Woman Prime Minister?

Let's have those Enflash contributions!! PLEASE?

BIBI
Barbara

From Annette - presently "Doing Time" in London...

Hi everybody!

After nearly 3½ years down south in Joburg I finally packed my bags for good (did that twice before and returned so nobody really believes me anymore!) It was quite sad saying goodbye to all my friends who came out to the airport but I had Super-Crabb to look forward to who was meeting me in Luxembourg. However, Martin was't quite so pleased when he saw me with all my 60 kgs of luggage including a carved wooden ebony chair and instead of greeting me he just swore how the hell he could get all my stuff into his little car which was already full with filmshow equipment!! But somehow we managed and had only one blown up tyre on the way to Switzerland.

For the next 11 days we held filmshows every night in Switzerland, Austria and Germany. It felt like being part of a popgroup; driving during the day to the next place, setting up all the equipment in the late afternoon, holding the show and packing up again! With the exception of Austria we had very successful film evenings, in Munich we even had to hold an additional filmshow as the two previous nights were so packed and we had to turn people away.

Back in London I was just in time to take over Ann's job who has now left EO, and Mr. Clark quickly showed me a few things about accounts and off he was as well. So now I am looking after the money matters, but don't worry, we are not gonna go bust, not with a Swiss banker looking after the money!!

Two weeks after travelling all over the continent holding filmshows with Martin I set off again, this time with Rein Kamar. The Zairies don't issue visas anymore in Africa so Rein flew up to London with all his EM's passports. However, the embassy here only issued visas for the British and Aussies and all the others had to be obtained in the EM's home country. As Rein has 7 different nationalities on board his truck we had quite some chasing around to do! We drove first to Bonn where we were lucky to get the visas on the spot and then Rein and I split up, he drove to Brussels and The Hague and I took the train to Switzerland. Meanwhile Barbara flew to the States. A few days later we all returned successfully just to learn that Zaire has now closed all the land borders!!! So Rein and Martin Crabb went off to this 'exciting' place called Khartoum to try and smooth a path through Sudan.

Now life has quietened down, no other quick trips but soon there will be a big trip for me across the ocean to the San Francisco office. Barbara is trying hard to teach me some American slang during those loooong evenings at the pub!

California here I come....

I for one will certainly miss Annette and all the weekends she has helped KILL with me and the other girls in the office...BIBI ANNETTE!!

From Tony...

For once I haven't got a lot to say! - what's happening all around says it much better!

Stay on your guard. Concentrate on every small issue that could grow to a monster - and most can.

The company has improved its insurance record during the last two years and premiums and benefits have been improved accordingly.

However, I hardly need to say that the consequences of a serious accident are as terrible as ever and it is vital that not a single stupid, lazy, rash or angry error is made while at the wheel - *I realize this is obvious but it's sometimes the obvious that gets ignored.*

I don't know whether it's always possible to discern in Enflash the considerable effort and success that Enflash actually reflects. Particularly recently, I feel that, in various forms, effort has borne fruit.

One must refer to Martin Crabb's efforts in Khartoum (and the co-ordination involving all the four Trans Africa expeditions currently on the road), to David Hunter in Kathmandu, Bryan Wallace's single handed efforts in South America, to the battle (finally won) by Dick Wheaton and Kevin Heeley against the odds and the artful Dodge.

No doubt Asia will have it's dramas and it's celebrities, while Gypsy confronts everything from high winds and water spouts to mountains of bureaucracy.

Bookings have tailed off a bit, but not before concerted efforts have improved the ex-Kathmandu numbers for April and May.

A useful Drivers' Selection took place to include April Fools day, poor old Kevin Heeley has hepatitis in Buenos Aires, Inter-Trek and Hughs Overland (but not Treasure-Tours) have gone into voluntary liquidation, Jerry Creamer leaves with the 466 powered Bedford for Kathmandu (or is it just the Turkish/Iranian border again), the Kazangula ferry has sunk, according to a "usually reliable source" close to the Iranian Ambassador the Iranian borders have just slammed shut but which side of Lindi we don't yet know, Martin Crabb has volunteered to return immediately to Khartoum, Ian Way has re-applied for membership to the Playboy Club, Martin Watkinson is designing a new concept in Ferro Cement Yachts using Welsh Slat Roof Tiles, I'm off to the Bahamas and the girls have just decided to hold a Tupperware party.

Great care please,

Lots of luck,

(if you take the former you'll earn the latter).

Tony

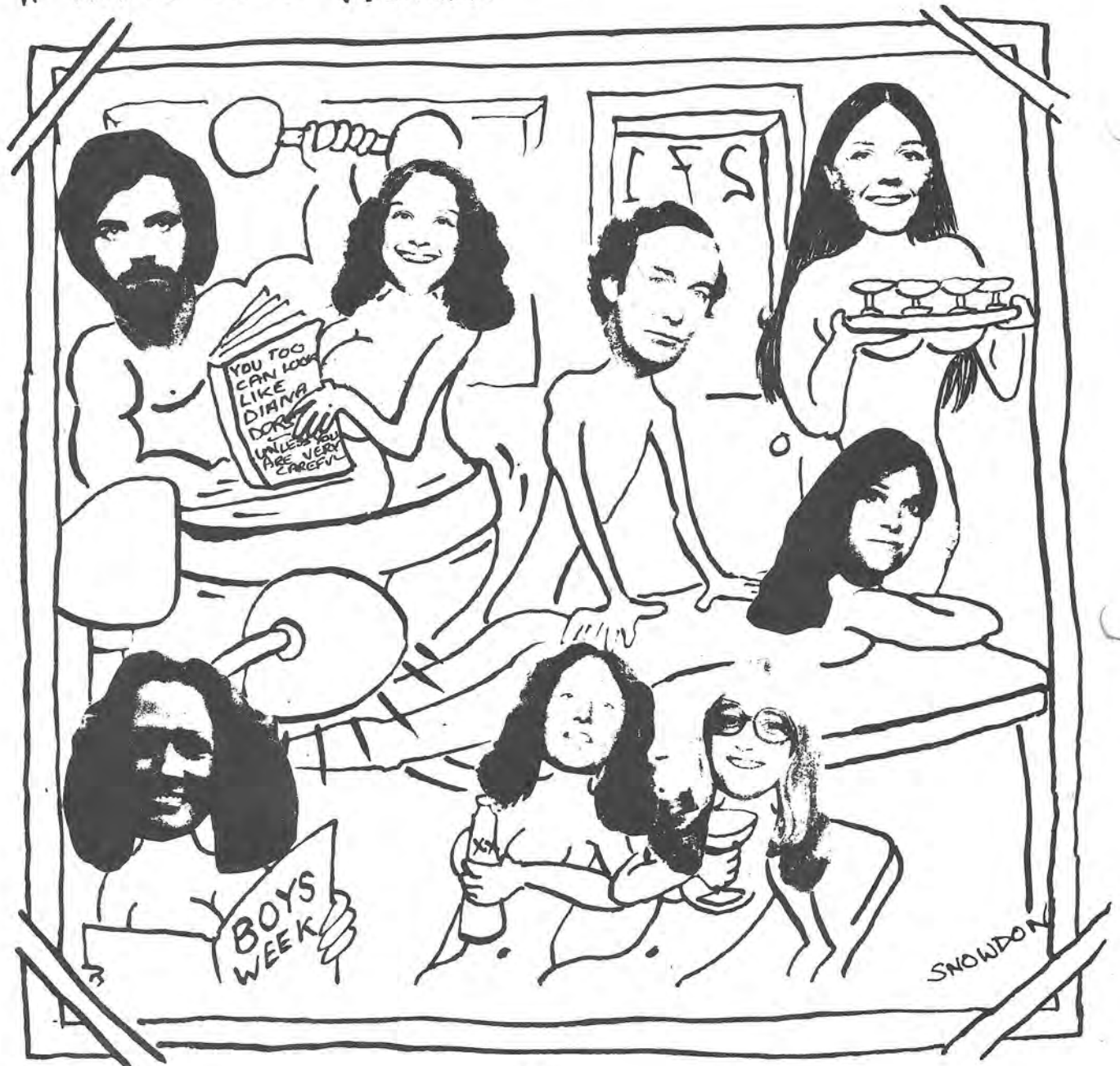
QUOTE FROM THE HOT SEAT...

"Is there anything good in that report or is it just for Enflash".

ALL ENFLASH CONTRIBUTIONS GRATEFULLY RECEIVED!!!!!!!!!!!!!!!!!!!!

COMPLAINTS DEPT

SOME OF THE STAFF HAVE BEEN GRUMBLING THAT THEY WERE NOT ON THE COVER OF THE LAST EDITION OF ~~MUGGERS~~ MONTHLY ENFLASH, SO WE DUG THEM UP FROM ALL FOUR CORNERS OF THE OFFICE (?) AND SNAPPED THEM AS THEY RELAXED INFORMALLY AFTER A HARD DAYS WORK.



A cricket encounter .

From AL TOWNSING in Nepal

A peaceful spot was Ratna Park in Kathmandu, and the lads that reside around it fill their time by fixing trucks and being overland bound. But the boys are now rejoicing as they never rejoiced before, for we played Top Deck at cricket and Jonesy topped the score.

The match was organised by the chaps at Encounter Overland to act as a diversion from an otherwise hectic schedule of rafting, trekking, promotions and turn-arounds currently being overseered by E. O. boss Tony Jones (fancies himself a cricketer).

We scoured the vicinity of Kathmandu Guest House to muster up our team. There was Chris, Al, Peter and Terry from Encounter; Tim Harrison — Anglo Australian Comfortable Coach Company; John — Hann Overland; Stewart — Exodus; Captain Zest — Treasure Tours and a ring-in fast bowler and opening bat by name of Mike.

An approach was made to Withies Hotel where Top Deck assured us of a team. And so it came to pass that an assortment of overlanders descended on Ratna Park in downtown Kathmandu.

Top Deck came resplendent in their three-inch-below the knee fashion shorts in team colours of orange and white, while the Encounter side was attired in anything from overalls to Speedos with acid burns.

The pitch was nothing if not lively and the outfield was dotted with goats, sacred cows and Nepalis. Not to be denied, we chased away these obstructions and cleared the holy cow pats from the striker's end.

The afternoon went on to produce many highlights. Captain Zest had his zest for life slowed when a nasty ball from Moose reared sharply off a good length, penetrating the defence and striking midway between knee cap and belly button.

Someone kicked a football onto the ground which halted play while everyone showed their prowess at Aussie rules, soccer, rugby and billiards. The football was quickly deemed too strenuous, the cricket continued.

As each wicket fell the tea ladies converged on the pitch with ceaseless supplies of bottled sandwiches, which during the course of play were assembled in line on the turf safely behind the wickets.

The Encounter side knocked up 101 with Jonesy top scoring with 37. Top Deck went in to bat for glory and renown but like the bottled sandwiches, their wickets tumbled down.

A good knock of 33 by Moose failed to save the debacle and Top Deck were eventually all out for 87.

To everyone's relief another double decker appeared with more hessian bags of afternoon tea, everyone sat about in the shade of a sacred cow, talked bull and buried bottles.

... in Kathmandu



● Cricket flannels, à la Nepal . . . team shot shows, left to right, Andy, Al (Encounter), John (Hann Overland), Mark, Allan, Allan (Top Deck); seated, Ken (Top Deck) Tim (Anglo-Australian CCC).

TIBET OPENS TO MOUNTAINEERS

China will open Tibet soon for tourism and mountaineering, and among the specified mountains which can be climbed will be Shisha Pangma, 26,280 ft, said Xu Jung, leader of a Chinese climbing delegation.

Mr Doug Scott, the British mountaineer, has applied to the Chinese for permission to climb Shisha Pangma, which has been scaled only once by a Chinese team in 1964.

Currency Exchange Rates

COUNTRY	CURRENCY	COUNTRY	CURRENCY		
Albania	Lek	10.20	Lebanon	Pound	6.43
Algeria	Dinar	7.81	Lesotho	Rand	1.72
Antigua	Dollar	5.52	Liberia	Dollar	2.04
Argentina	Peso	2,290	Libya	Dinar	0.604
Australia	Dollar	1.86	Luxembourg	Franc	60.00
Austria	Schilling	27.70	Macau	Pataca	10.20
Bahamas	Dollar	2.04	Malawi	Kwacha	1.66
Bahrain	Dinar	0.783	Malaysia	Ringgit	4.49
Bangladesh	Taka	31.00	Mali	Franc	8.74
Barbados	Dollar	4.08	Malta	Pound	0.738
Belgium	Franc	60.00	Martinique	Franc	8.74
Belize	Dollar	4.08	Mauritius	Rupee	12.20
Bermuda	Dollar	2.04	Mexico	Peso	46.60
Bolivia	Peso	40.80	Monserrat	Dollar	5.52
Botswana	Pula	1.69	Morocco	Dirham	7.90
Brazil	Cruzeiro	46.30	Mozambique	Escudo	65.10
Brunei	Dollar	4.44	Nepal	Rupee	24.50
Bulgaria	Lev	1.74	Netherlands	Florin	4.09
Burma	Kyat	13.70	Netherlands		
Canada	Dollar	2.40	W Indies	Florin	3.65
Chile	Peso	71.40	New Hebrides	Dollar	1.82
China	Yuan	3.16	New Zealand	Dollar	1.96
Colombia	Peso	84.70	Nicaragua	Cordoba	14.30
Costa Rica	Colon	17.52	Nigeria	Naira	1.27
Cuba	Peso	1.45	Norway	Krone	10.40
Cyprus	Pound	0.726	Pakistan	Rupee	20.20
Czechoslovakia	Koruna	17.80	Panama	Balboa	2.04
Denmark	Krone	10.60	Peru	Sol	4.20
Dominica	Dollar	5.52	Philippines	Peso	15.00
Dominican Republic	Peso	2.04	Poland	Zloty	62.80
Ecuador	Sucre	55.60	Portugal	Escudo	97.40
Egypt	Pound	1.40	Qatar	Riyal	7.83
Ethiopia	Birr	4.23	Romania	Leu	24.30
Fiji	Dollar	1.70	St Lucia	Dollar	5.52
Finland	Markka	8.09	St Vincent	Dollar	5.52
France	Franc	8.74	Salvador	Colon	5.11
Gambia	Dalasi	4.01	Saudi Arabia	Riyal	6.83
Germany (East)	Mark	3.78	Senegal	Franc	4.37
Germany (West)	Deutsche-Mark	3.78	Seychelles	Rupee	13.30
Ghana	Cedi	n.a.	Sierra Leone	Leone	2.16
Gibraltar	Pound	1.00	Singapore	Dollar	4.54
Greece	Drachma	74.50	South Africa	Rand	1.72
Grenada	Dollar	5.52	Spain	Peseta	1.41
Guadeloupe	Franc	8.74	Sri Lanka	Rupee	31.40
Guatemala	Quetzal	2.04	Sudan	Pound	0.816
Guyana	Dollar	5.20	Swaziland	Lilangeni	1.72
Haiti	Gourde	10.20	Sweden	Krona	8.90
Honduras			Switzerland	Franc	3.42
Honduras Republic	Lempira	4.10	Syria	Pound	8.01
Hong Kong	Dollar	10.35	Taiwan	Dollar	73.50
Hungary	Forint	41.50	Tanzania	Shilling	16.90
Iceland	Krona	662	Thailand	Baht	41.20
India	Rupee	16.40	Trinidad & Tobago	Dollar	4.90
Indonesia	Rupiah	1,270	Tunisia	Dinar	0.79
Iran	Riel	154	Turkey	Lira	50.40
Iraq	Dinar	0.603	Uganda	Shilling	14.80
Israel	Pound	40.60	United Arab Emirates	Dirham	7.83
Italy	Lira	1,720	USA	Dollar	2.06
Ivory Coast	Franc	437	Uruguay	Peso	15.00
Jamaica	Dollar	3.53	USSR	Rouble	1.33
Japan	Yen	420	Venezuela	Bolivar	8.77
Jordan	Dollar	0.598	Vietnam	Dong	4.07
Kenya	Shilling	15.30	Yemen	Ryal	9.22
Korea(North)	Won	1.77	Yugoslavia	Dinar	37.90
Korea(South)	Won	980	Zaire	Zaire	3.16
Kuwait	Dinar	0.562	Zambia	Kwacha	1.61

N.A. = Not available. For countries with differing exchange rates, the "tourist" or "free" rate is shown.

EXPEDITION	EOL	EOJ	EOSE	I	EOK	SSR	CANTREX	WEST	SUNDAYS	AFRO	DE-JANG	TRAVEL OVERLAND	TOTAL
LONDON - KATHMANDU	8 (3)		3	2		10 (1)		1	1 (2)	1	2	2	24
KATHMANDU - LONDON	1		1 (1)		2	2			18 (6)				17
LONDON - JOHANNESBURG	(1)			1		6	1		1		1		9
JOHANNESBURG - LONDON	(1)	2	1			2			3 (1)	1	(1)		6
LONDON - DAR ES SALAM										2			2
DAR ES SALAM - LONDON	1												1
BARRANQUILLA - RIO	6	1	6	2		6 (1)		1	2 (2)		(1)		20
BARRANQUILLA	1			3		8		1	2			2	16
TURKEY													2
TUNISIA													
MOROCCO	1		1						(2)		2		2
EAST AFRICA - 4 WKS.	2	2	8								11 (1)		22
EAST AFRICA - 6 WKS		2	1	1								2	4
SAHARA SAFARI			1									3 (2)	3
AFGANISTAN	1											2	3
KATHMANDU (GOA)			1										
DELHI/KATHMANDU													
SOUTHERN INDIA			1										1
NEPAL - TREKKING & RIVER RUNNING			3										3
SAN FRANCISCO - PANAMA			1										1
PANAMA - SAN FRANCISCO													
PERU - BOLIVIA	2											3 (3)	2
"GYPSY" PENANG - PHUKET									1				1
"GYPSY" PHUKET - PENANG	1								1				2
KASHMIR													
TOTAL	24 (5)	7	28 (1)	9	2	34 (2)	1	3 (2)	29 (11)	2	19 (3)	14 (5)	143

Bookings received between Feb 20th & March 31st 1979

DRIVERS	DEPARTURE	D,	LAST CENTRE	DATE	NEXT CENTRE	DATE	DESTINATION	DATE
KAMAR, STEVENS	Johannesburg	31 Jan	Nairobi	26 Mar	Bangui	12 Apr	London	29 May
FINCH-DAVIES	Johannesburg	7 Feb	Nairobi	27 Mar	Bangui	14 Apr	London	5 Jun
JOHNSTONE	Johannesburg	28 Feb	Dar Es Salaam	23 Mar	Nairobi	12 Apr	London	26 Jun
SCOWCROFT	London	18 Nov			ARRIVED		Johannesburg	15 Mar
DOUGALL, HURST	London	3 Feb	Bangui	30 Mar	Nairobi	19 Apr	Johannesburg	25 May
WALL, MULLER	Kathmandu	6 Mar	Srinagar	24 Mar	Kabul	12 Apr	London	21 May
JONES	Kathmandu	27 Mar	Delhi	2 Apr	Srinagar	11 Apr	London	11 Jun
WHEATON, HEELEY	Barranquilla	19 Oct			ARRIVED		Rio de Janeiro	26 Mar
WALLACE	Rio de Janeiro	30 Nov			ARRIVED		Barranquilla	21 Mar
BIDDLE, SCULLY	Rio de Janeiro	10 Dec			ARRIVED		Barranquilla	31 Mar
WHEATON, HEELEY	Rio de Janeiro	10 Mar	Asuncion	22 Mar	Santiago	18 Apr	Barranquilla	29 Jun

EXCHANGE RATES

FUEL COSTS

	COUNTRY	CURRENCY	EQUALS 1\$ ^{US}	PER GALL/ ^{LITRE}	(LOCAL) COSTS	\$ APPROX	
ASIA	UK	POUND	2.05	GALL.			
	BELGIUM	FRANC					
	GERMANY	D.MARK					
	AUSTRIA	SHILLING					
	SWITZERLAND	FRANC					
	YUGOSLAVIA	DINAR					
	GREECE	DRACHMA					
	TURKEY	LIRA					
	IRAN	RIALS					
	AFGANISTAN	AFGANIS					
	PAKISTAN	RUPS	9.70.	LITRE	1.58	0.16.	
	INDIA	RUPS	7.90	LITRE	1.46	0.18	
	NEPAL	RUPS	11.90	LITRE	3.40.	0.29.	
	AFRICA	FRANCE	FRANCS				
SPAIN		PSTAS					
CEUTA		PSTAS					
MOROCCO		DIRHAM					
ALGERIA		DINAR	3.75	LITRE	0.55	0.15	
NIGER		CFA					
NIGERIA		NIRA					
CAMEROON		CFA					
C.A.R		CFA					
CONGO		ZAIRE					
RUANDA		R FRANCS					
TANZANIA		SHILLING	12.11	LITRE	2.18	0.18	
KENYA		SHILLING					
ZAMBIA		KWATCHA	1.36	LITRE	0.25	0.18	
BOTSWANA		PULA					
S.AFRICA		RAND					
S. AMERICA		COLUMBIA	PESO	38.00	GALL.	16.50.	0.43.
		EQUADOR	SUCRE	2650.	GALL.	3.57	0.13
	PERU	SOL	200.00	GALL.	75.00	0.375.	
	BOLIVIA	PESO BOLIVIAN	20.00	LITRE	1.30	0.065.	
	CHILE	PESOS	34.03	LITRE	7.85	0.23.	
	ARGENTINA	PESOS	1087.00	LITRE	237.00.	0.22.	
	PARAGUAY	GUARANI					
	BRAZIL	CRUZEROS					

Prawns 3.00
 F/chips 2.00
 Wine 4.00
 Groc.
 Tickets 12.80
 Books 7.50
 Present from 4.00
 + 3.00

UNITED KINGDOM

EO COMMUNICATIONS ADDRESSES

ENCOUNTER OVERLAND LTD.
 271 Old Brompton Road (Admin)
 280 Old Brompton Road (Shop)
 London SW5 9JA

Telephones : 01 370 6951/2 (Admin)
 : 01 373 5230
 : 01 370 6845 (Shop)
 : 01 373 0354 (Hot Line)

(Ian Way Private) : 01 381 3734
 Cables : Encoland London
 Telex : 916654 Encold G

WREN PARK WORKSHOPS

Shefford
 Bedfordshire
 Telephone : Hitchin (0462) 811 470
 (Bill Wallace private) : (0462) 815 453

SOUTH AFRICA

ENCOUNTER OVERLAND
 133 Maritime House
 26 Loveday Street
 Johannesburg

Telephone : 834 7268
 Cables : Encoland Johannesburg
 Telex : 80109 SA (please pass to
 Encounter Overland)
 (Wally Jones private) : Joburg 48 4502

UNITED STATES

ENCOUNTER OVERLAND OF CALIFORNIA (INC)
 369 Pine Street
 Suite 516
 San Francisco CA 94104

Telephone : (415) 421 7199
 Cables : Encoland Sanfrancisco
 Telex : 278728 NIELK UR

NEPAL

ENCOUNTER OVERLAND
 c/o Kathmandu Guest House
 Kathmandu Nepal

Telex : NP 205 AAPUV

Editor : Barbara King
 Cartoons : Mark Ram