

Geoffrey Roy

| | |
|--|--|
| Worked with EO | from September 1983 to Nov/Dec 1987 |
| Age on joining EO | 29 |
| Nationality | Australian |
| Role at EO | Expedition Leader driver |
| Expeditions/Brief Encounters etc. led or taken | Southbound Trans Africa training trip with Ross Battersby (left in Dar); Southbound Trans Africa via Sahara; Northbound Trans Africa via The Sudan and Cairo; Trans Asia to Kathmandu; a series of around India expeditions and white-water rafting pickups and drop offs; Trans Asia to London in a two-truck convoy with Neil Featherstone as a trainee leader driver but he was really on his own in his own truck. |
| Why did you want to work for EO? | I had met ALJ (Tony Jones) at a promo talk in Melbourne Australia. My father and sister had done Trans Asian Kathmandu to London trips before me and I decided it was my turn. ALJ is a very gifted orator and I was completely inspired by him. I did a bit of self-travelling before joining an EO Trans Asian overland in Kathmandu with Dave Walkley (Kathmandu to Lahore) and Gus Scott-Knight (Athens to London). We were overflying Iran at the time due to a small altercation between Iran and Iraq so the journey was divided into two halves. ALJ offered me a job on arrival in London but it took me 6 months of saying umm! and waiting to be selected properly. I couldn't think of a better way to see the world than to work for EO but in reality I would have done anything to work for ALJ. His travel ethic and group concept was inspirational to say the least. Also working for EO suited my totally selfish and nomadic nature that desired adventure anywhere. |
| Occupation before joining EO | Jackaroo, Soldier, Diplomatic Courier Escort Australian High Commission, London |
| Occupation after leaving EO | Diplomatic Courier Escort AHC London; Journalist; Overland leader/driver (for Tracks); Driver/Tour manager on European Tours (again Tracks); Photojournalist (mainly Travel stuff) later in Fleet street as Photographer; Maintenance Electrician for National Health Service trusts (both Mental Health and Acute hospitals). Now retired to Norfolk, UK training gundogs, beating on organised shoots in season and being a gentleman of leisure. |
| Now living in | Norfolk, UK |

| Then photo(s) | Now photo(s) |
|---|--|
|  <p>Fred Cherry (left), Gerry Creamer (centre) and I at Wren Park before beginning a Trans-Asian to Kathmandu.</p> |  <p>My last trip to Everest Base camp in 2012 (my third)</p> |
|  <p>Typical Zaire fun.</p> | |
|  <p>The infamous wooden Trailer Spring</p> | |

Memories or anecdotes

One thing/trip stands out of the few trips across Africa I did for EO. I did a Northbound via The Sudan and Cairo and I had the most amazing group. Each individual contributed in their own way to the success of the trip. They were the most enterprising team you could have wished for. We saw each other regularly (those who lived in the UK) for several years before work etc. got the better of us. I went Overlanding again and lost track. I should think they all still see each other from time to time. Any EO leader/driver would be proud to have known these EMs.

The journey had been going well. We had to detour through Chad via the CAR to get to The Sudan but had squeezed in a phenomenal amount of travel through Southern Africa including visiting Lake Tana before heading inland to CAR via Uganda. In Bangui I added a couple of fuel drums as we needed the extra fuel to get to Khartoum and there was little or none along the way. By the time we reached The Sudan I had broken the trailer spring on one side so often due to the weight of 2 X 200 litre drums of fuel that it couldn't be welded anymore. Improvisation was called for. I had a civil engineer on board and set him to work to solve the problem. We had used up most of the fuel in the drums so we hadn't so much weight in the trailer anymore but we had some pretty rough terrain to go on with to reach Cairo. We replaced the broken spring with a long length of wood of a specific length and girth so as to be flexible enough to cope with the overall weight and tied it in place. It wasn't perfect and I planned to buy another spring in Cairo to replace the broken one. As like all good plans another spring didn't happen and so the log, out of necessity, made it all the way back to the UK in situ. It's probably still at Wren Park.