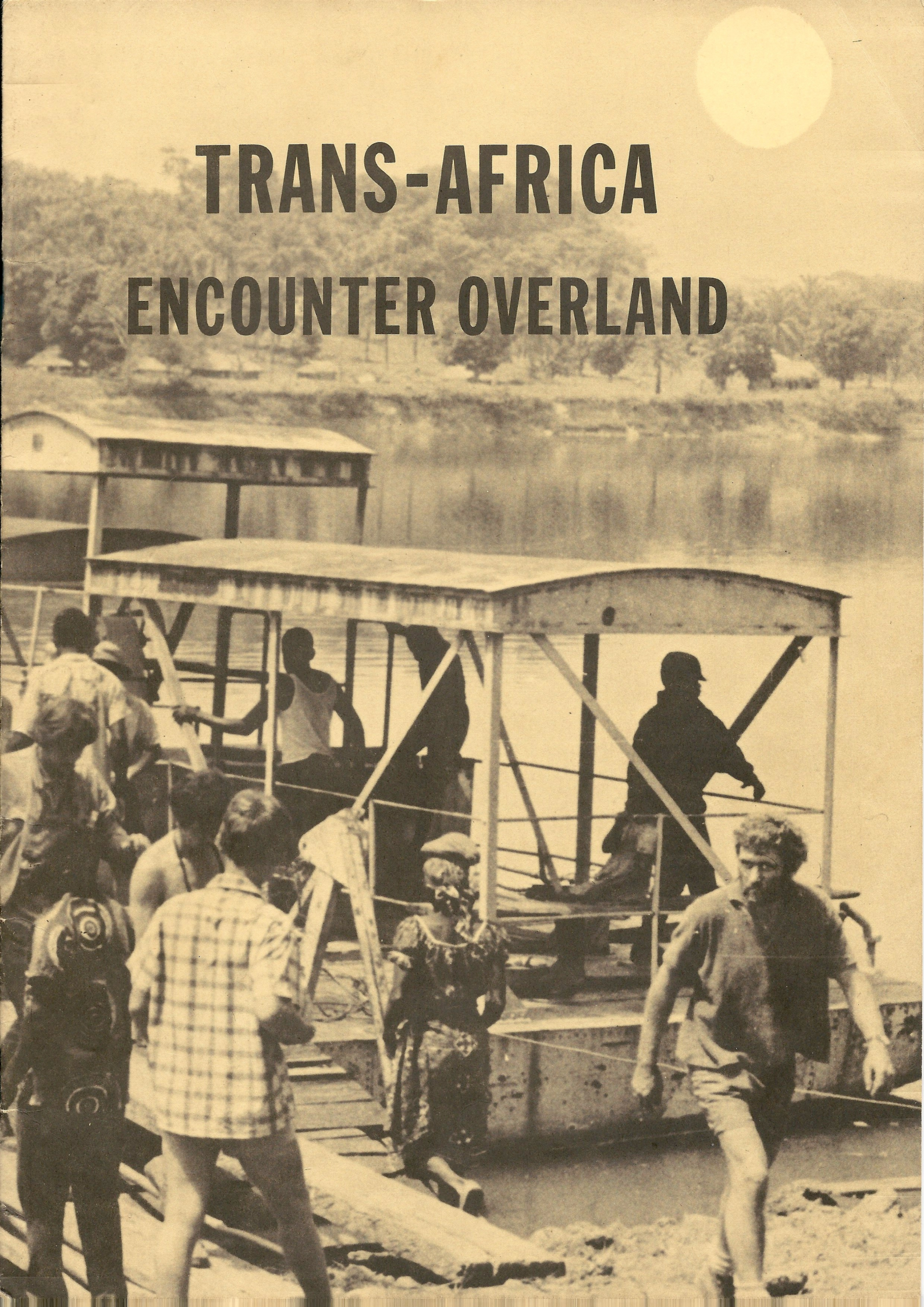
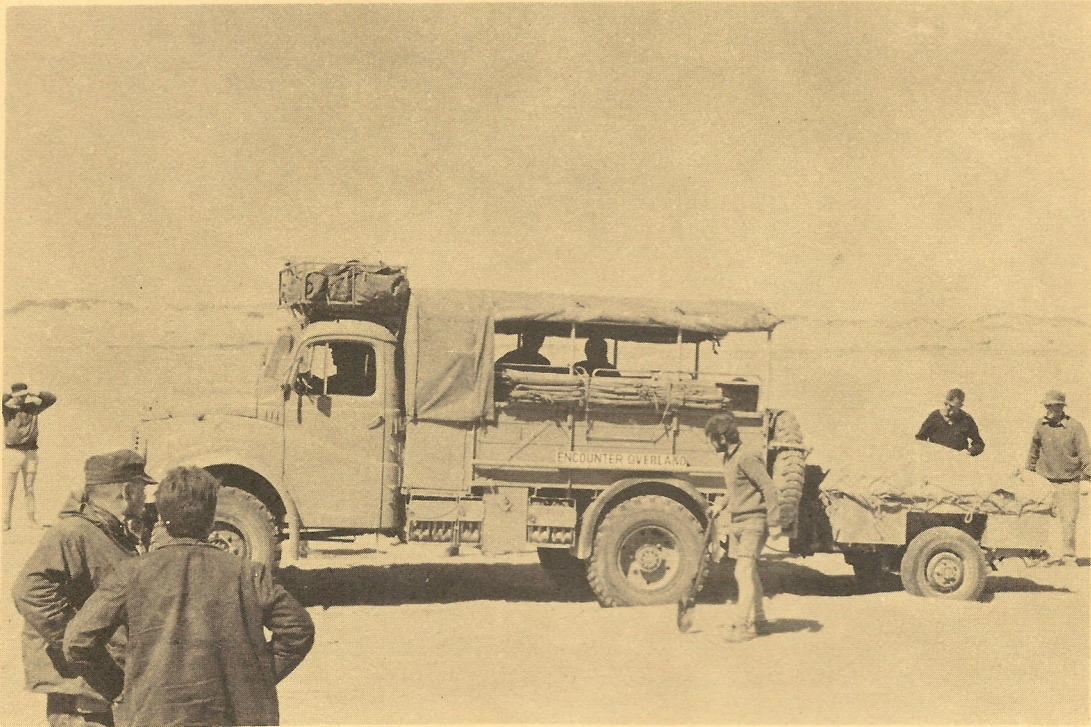


# TRANS-AFRICA ENCOUNTER OVERLAND



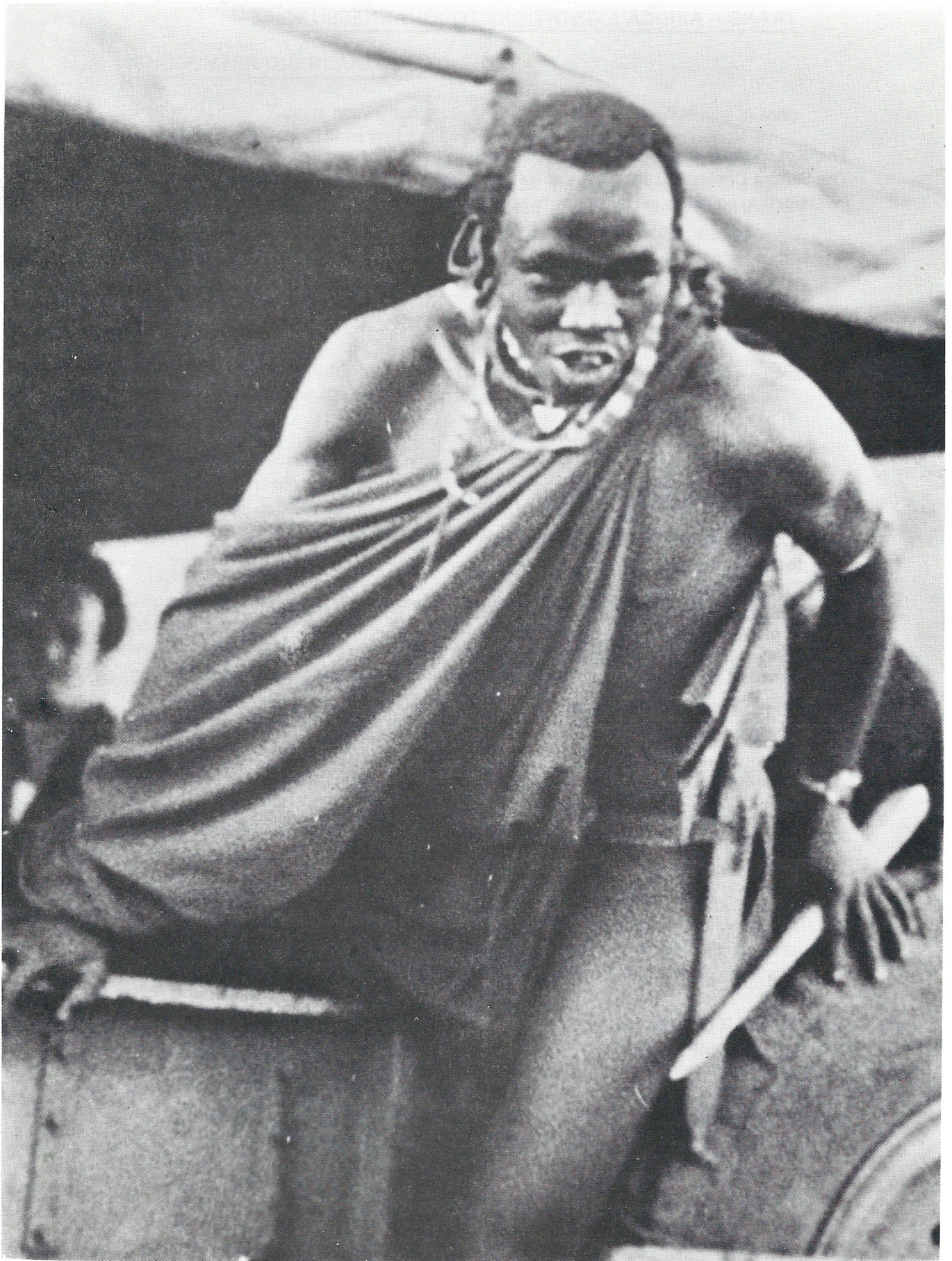


Some of what to expect!



Since this photo was taken more women have joined the expedition!

Cover: Crossing into the Congo.



Encounter with a Masai Warrior.

# TRANS – AFRICA EXPEDITIONS TO JOHANNESBURG

## THE AIM

The aim of these expeditions is a transcontinental journey across The Sahara Desert and through Central and East Africa to Johannesburg, investigating en route certain remote regions.

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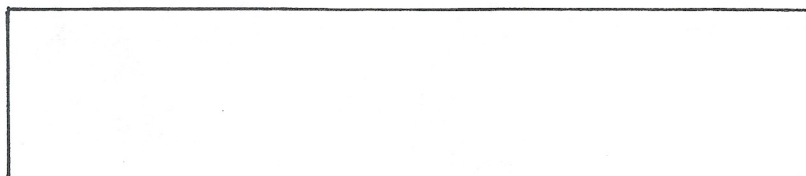
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AGENTS



Date of Publication 1st January 1972

## ENCOUNTER OVERLAND EXPEDITIONS

For more than 7 years now Encounter Overland has been specialising in long-range overland expeditions and has been active in finding young people to form well equipped groups for journies into many of the most interesting and remote parts of Asia and Africa. There have been frequent expeditions to India, to Kashmir and to Nepal, shorter ones to Asia Minor, to the northern Sahara and to The High Atlas Mountains, special expeditions trans-Sahara, the first crossing of the Salt and Sand Deserts of Persia, and to Nuristan and to The Hindu Kush. There have also been expeditions into South East Asia including Laos and Cambodia.

In January 1970 we mounted our first reconnaissance expedition trans-Africa and many others have taken place since.

Interest in Encounter Overland comes from people in all the English-speaking nations eager to see remote and fascinating parts of the world. They are young, and all must have that spirit of inquiry that puts up with a little discomfort and contributes so much to the success of an expedition.

The organisers are men with broad experience. An Instructor at the Royal Society for the Prevention of Accidents, ex-infantry officer, Himalayan trekker and climber, traveller in Viet Nam, China, Mongolia and Siberia, pilot and parachutist and mechanical engineers combine their special knowledge and their years with Encounter Overland to mount expeditions which, undertaken with good organisation, are sensible and safe.

Using this experience and knowledge each expedition is carefully planned. For a large part our expeditions are over ground we now know well, but in certain projects, as these in Africa, it should be realised that often part of the route is unexplored.

One very important principle of Encounter Overland is that the cost of each expedition takes into account all the expenses involved; transport, ferry fares, food and accommodation, as well as the considerable pre-departure preparations and administration costs.

An expedition has a basic principle to be independent and self-contained, at the same time there are ideal opportunities to mingle with the people and enjoy local food. These small group expeditions, welcomed by many friends throughout Africa and Asia, are a unique opportunity for a few people to discover remote places of rare interest.

## THE EXPEDITION TO SOUTH AFRICA

In late January 1970 we set out on what undoubtedly was to be one of the most exciting and ambitious expeditions ever planned by Encounter Overland.

The project overland from London to South Africa was bound to be a difficult one for various reasons, not least that nearly 50% of the route was unknown to us including several areas where due to constantly changing political influences access might need to be contrived. We knew too that it would be exceptionally demanding on the vehicles and equipment and that it would not be an easy one for the group; there being both physical discomfort and social pressures arising from people living close to one another, plus the inherent risks of living and travelling in the Sahara and tropical Africa.

These sequels to that expedition differ only in so far as NOW WE KNOW WE CAN DO IT. This fact and the knowledge that accompanies it allows us to put more emphasis on investigation and spontaneous detours which previously would have detracted from the single and sufficient aim of reaching Johannesburg.

Some comments on probable detours and alternative routes are contained later in these details and shown on the maps. In the Sahara, and The Congo there is likely to be the opportunity to explore particular remote regions, and in East Africa of detouring to three of the finest game parks.

### THE GROUP

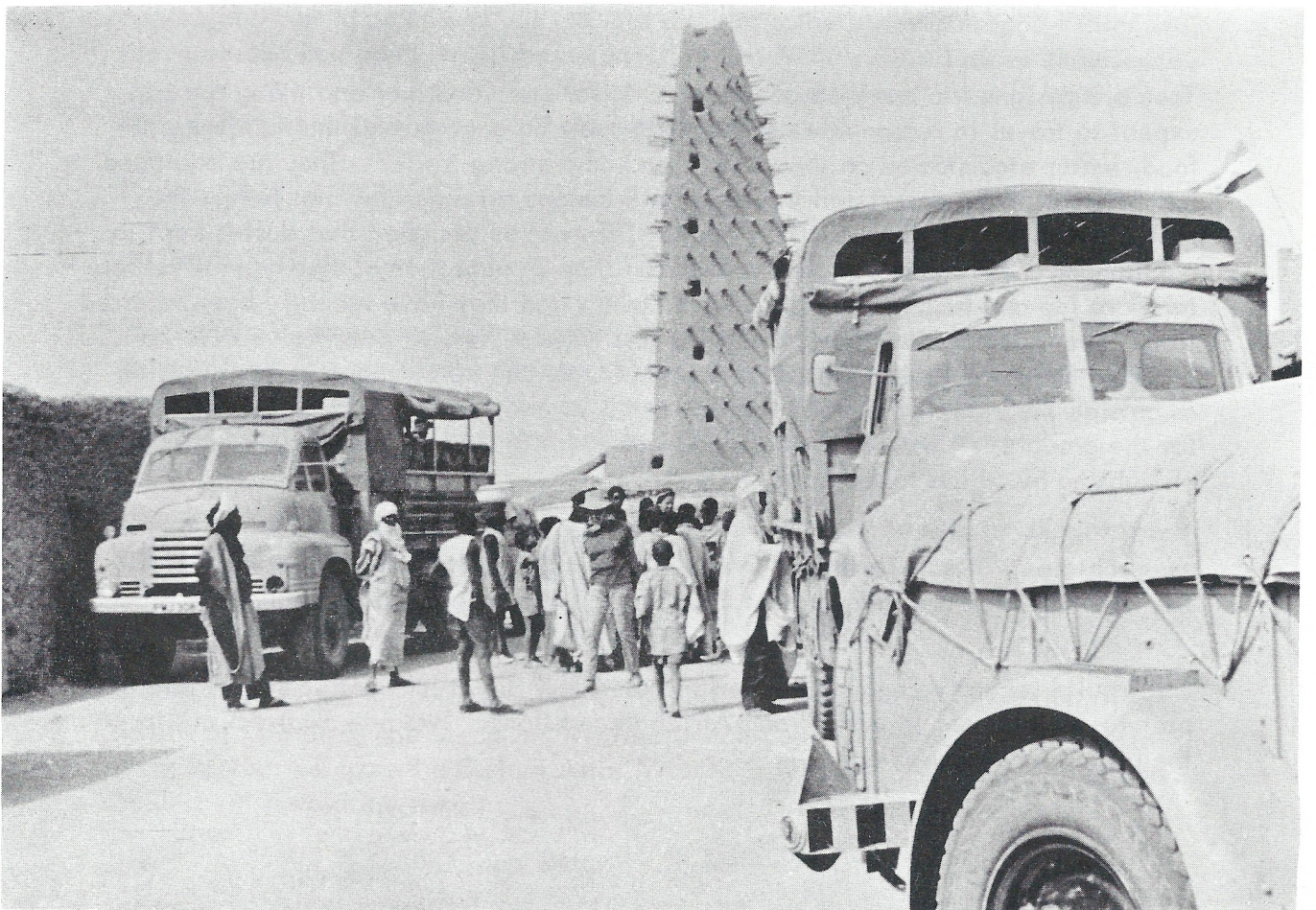
It is true of any expedition that men and women involved are able to contribute enormously to its success and with a spirit of inquiry and goodwill can help in their different ways to make the journey enjoyable. There is never any room for anyone who expects to be pampered, amused, entertained or stimulated with minimum effort from himself.

But a project as ambitious as this requires more. Each member of the group must see himself able to contribute tangibly. The expedition can make use of anyone who is prepared to do their share of cooking and other domestic chores, and who can respond as and when the need arises to the requirements of the situation, whether it's digging us out of sand, pitching tents in the pouring rain or simply getting up at dawn ! For these and other reasons the group will be essentially young with an average age of under 30. Currently the ratio of men to women is about 3-2.

There is a specific need for a good linguist in French and for a doctor or nurse and help with maintenance and mechanics is never scorned.



Touareg - 250 miles from the nearest habitation.



Arrival at the mud and scaffold Mosque Tower at Aquadez.

## CAMPING, THE VEHICLES and FOOD

CAMPING conditions along the route will be mostly pleasant, there is though no ideal time of year; these timings are suited to a crossing of the Sahara, but we are likely to encounter part of the rains on or south of the Equator.

In Europe and Morocco hostels and organised camping sites are generally used. Beyond there is only the occasional use of police outposts, mission hospitals and safari bungalows until we reach East Africa where organised camping sites are again sometimes available. There are also camp-sites at the game parks.

Equipment is the best. There are strong serviceable tents with fly-sheets against a tropical down-pour. There are also campbeds and very good meal preparation and eating arrangements. Each member of the expedition needs only to supply his own sleeping bag and mosquito net (we can help in obtaining these).

OUR VEHICLES are 3 ton four-wheel-drive forward-control Bedford trucks built to expedition specification precisely for this kind of work. They are powered by six cylinder 5.8 litre engines and are extensively modified and specially equipped at our work-shops to meet the very exacting requirements. They are enormously rugged, powerful and dependable, yet fast and spacious. For the deserts the engines are equipped with special air filters and those used on trans-Africa expeditions are further equipped with long-range fuel tanks and special water containers, sand mats and other sophisticated equipment- including shovels!

They are designed to carry 16 people plus driver and co-driver and the group can expect to travel in reasonable comfort with their belongings and the equipment, food, water etc. stowed on the vehicle and on a strong trailer. They are equipped for the heat of the desert and tropics with a canopy arrangement that leaves the roof covered but the sides entirely open. They are so designed that dust is kept to a minimum. There is more space per person than in almost any other type of vehicle - far more leg and head room than a Land Rover, and they have recently been referred to in "The Geographical Magazine" (August '70) as the best possible vehicle for groups. They are fitted with coach seats. Meals can be arranged as easily inside as outside the vehicle, there is room to stand up and prepare food on gas-stoves and for the group to sit down around a table and enjoy it. In the evenings there is plenty of lighting by which to read and write.

Two vehicles will usually travel in close proximity. Within the frame work of the itinerary they are independent, but there is the support one can give the other.

Until quite recently Encounter Overland used B.M.C. trucks and some of these pictures shows them on early trans-Africa expeditions. Two new Bedfords are in the picture of Aquadez opposite page 3.

GOOD FOOD is an essential part of a good expedition. Large supplies of provisions giving variety of diet and menu will be carried on the vehicles from England, supplemented whenever possible with fresh food bought en route. From time to time we shall eat out for a change enjoying good local dishes.

## COST

In line with our usual policy this expedition is 'all-inclusive' though the price of visas and personal insurance has had to be kept separate. As well as those aspects of the cost referred to on a previous page, there is the added expense of the entry and stay at the game reserves which has been taken into account. There are many advantages to this basic principle of participation, and it leaves each member's personal funds intact to be spent on drinks, cigarettes etc. and of course gifts and souvenirs.

## THE EXPEDITION.

The trans-Africa journey is a great adventure that only a handful of people can claim to have done. If these details do the job they are supposed to do we shall be interesting only young men and women with a pioneering spirit who can accept occasional hardship and discomfort under rigorous conditions. Travelling through the heart of Africa will be one of the most exciting times of your life. A journey through remote regions is education and adventure; if such a journey is an opportunity not to be missed, so too is it one not to be wasted, properly informed, prepared and equipped it will be an exciting and frequently hilarious experience. You will acquire that knowledge that marks you a traveller, you will learn a lot about other people, and no small amount about yourself.

## PHASE ONE - LONDON to FORT LAMY.

### INTRODUCTION

The Sahara is the most absolute desert on Earth. It is a region of extreme temperatures and dry winds, sandstorms, fierce heat and frequently cold nights under a myriad stars. Yet in this wilderness are to be found places and objects of nature and antiquity, haunting and beautiful and almost out of reach.

The Saharan tracks are now quite well surveyed and there are up-to-date maps. We plan to explore in some detail the region of The Hoggar Massif.

THE APPROACH ROUTE. London to Laghouat - 13 days.

The journey to the northern edge of the Sahara is through France and Spain to the Straits of Gibraltar and along the Mediterranean coast of Morocco into Algeria. From Algiers we cross the Eastern Atlas Mountains by the Col des Caravanes and head south toward the desert.



ON SAME SCALE  
 ILHAS DO CABO VERDE  
 (CAPE VERDE ISLANDS)  
 (Portugal)

MADEIRA  
 (Portugal)

ISLAS CANARIAS  
 (CANARY ISLANDS)  
 (Spain)

SPANISH SAHARA

SIERRA LEONE

LIBERIA

GUINEA

SIERRA LEONE

IVORY COAST

GHANA

LIBERIA

SIERRA LEONE

IVORY COAST

GHANA

**PHASE ONE:-  
LONDON to FORT LAMY**

Equator

BIGHT OF BENUE

GULF OF GUINEA

BIAFRA

Sao Tomé São Tomé

LIBERIA

SIERRA LEONE

IVORY COAST

GHANA

LIBERIA

SIERRA LEONE

IVORY COAST

GHANA

THE SAHARA. Laghouat to Zinder - 16 days.

Below the southern slopes of the Atlas is the oasis town of Laghouat, a busy semi-desert town of biblical appearance. The road for several hundred miles is good though there is little on either side but the variations of sand and rock. Quite suddenly from the top of a hill Ghadaia appears below, a small town with bazaar and garrison fort among green palm trees. The 'tame' or semi-desert stretches for a few miles south of Ghadaia and then we are back in the desert heading for El Golea.

40 miles after El Golea the tarmac ends and for the next 1,700 miles we must follow the sometimes ill-defined track through the little settlements of In Salah, Tamanrasset and In Guezzam to Aqadez and Zinder. There will be occasions when we shall have to depend on our four-wheel drive, sand mats and shovels to free us from soft sand, and when it will be uncomfortably hot to travel in the heat of mid-day and too dangerous at night. There is a small amount of heavy traffic along this route during the permitted months and we shall feel part of a nomadic community.

On the northern edge of the Tademaït Plateau is Miribel one of the remotest forts of the Legionnaires now standing quite empty.

We cross the ash-grey Plateau, flat and desolate as far as the eye can see, until at its southern edge the track leads steeply down the escarpment and the desert presents one of its many contrasts. Ahead lies beautiful scenery with mountain peaks of mahogany red rising from the sea of sand. We arrive at In Salah, a forlorn and exposed place where storms are frequent, sand drifts up to the roofs of the houses and white-veiled men approach leaning into the wind. 150 miles south the track winds through the Arak Gorge and towards In Ecker, a military outpost on the edge of the Hoggar Massif.

In the area of The Hoggar Massif at heights above 3,000 ft. we shall encounter the 'people of the veil', the famous blue men of the central Sahara, the Touareg, who legend has it are the men of the lost city of Atlantis. The Hoggar is a landscape of enormous contrasts; high mountains rising to 9,000 ft., narrow valleys, moonlike and lit from October to March by an extraordinary luminosity. This stark beauty is in contrast to the palms and tamarisk trees sheltering the mud houses of Tamanrasset. Quite recently in the caves and on the rocks of The Hoggar have been found prehistoric frescoes that show the abundance of life in the region over 6,000 years ago. We expect to be able to find some of these in the area around the hermitage of Pere de Foucault at the highest point of The Hoggar.

On leaving the region of The Hoggar the track is marked by the occasional cairn of stones, care must be taken to keep to the ill-defined route and to avoid as much as possible the stretches of soft sand. Eventually after a particularly bad patch we arrive at a low rock mound in the middle of this vast flatness. Behind it is In Guzzam, the frontier post between Algeria and Niger.

Beyond In Guzzam in Niger the condition of the track becomes even worse, the going is exceptionally soft needing constant four-wheel drive, churning along at only a few miles an hour and occasionally needing sand mats. The true desert continues for 250 miles, able to support only the proud independent Touareg. This is the region of the 'fesh-fesh' - horizon after horizon of soft sand and nothingness. Sometimes in the middle of nowhere will be a lone figure or perhaps two with a small train of camels moving along at a slow walk carrying almost no supplies and days from the nearest habitation or even waterhole. They are a constant wonder to us, for surely they don't depend on the likes of Encounter Overland to come along! Yet they invariably ask us for water and sometimes food.

At last there are vestiges of plant life, first traces that suggest the southern extremities of The Sahara. We arrive at the mud and scaffold mosque tower in Aqadez which lies south of the Air mountains, an area of great natural beauty where monkeys and gazelle are common and where tin has been mined for many thousands of years and transported across the camel routes to the civilizations of early history. The people are black skinned, though with Arab features, and there is no doubt we are approaching central Africa. There is a gradual increase in the vegetation, coarse savannah country, land of the Fulani cattlemen - primitive and like the Touareg proud and independent and dying out rapidly.

From Aqadez through the village of Tanout to Zinder the track is still very rough but more defined through the scrub. We drive onto smooth tarmac and are at once in Zinder.

ZINDER to FORT LAMY - 7 days.

We have not yet left the world of the Arab but we are already among Negro. Kraals are built in the savannah, women are now in evidence, drums can be heard at night.

We cross into Nigeria and drive to Kano a large and historic city with Negro, Arab and Western quarters. It is unlikely we shall be allowed to stay long in Nigeria and we travel eastwards to Maiduguri and into The Cameroons passing slowly through the Waza Park seeing Crane, Heron, Pelican, Monkeys, Giraffe and Puma.

At this point there is a choice; either we can go to Fort Lamy in Chad or continue down through the Cameroons directly into The Central African Republic. (This second route we have not used before.)

Fort Lamy is the capital of the landlocked Republic of Chad, a strange nation born of French colonial convenience that is attempting to forge a single state from reluctant, even dissident, traditionally antagonist Negroes and Arabs. The town is on the Chari river that flows from the jungles north into Lake Chad. It was in this area that Thor Heyerdahl of Kontiki fame learned how to build the papyrus boat 'Ra' for his voyage across the atlantic, suggesting an ancient link between civilizations of the Nile and those of Lake Titicaca in the Andes.

## PHASE TWO — FORT LAMY to JOHANNESBURG.

The successful crossing of The Sahara should mean a group well-knit.

### INTRODUCTION

Central Africa is a region of scrub, bush and dense tropical forest. There is a high rain-fall in the whole region south of 5 degs. N. with a relatively dry season between December and March in the north, and between May and August in the south. East Africa is a drier region of bush plains. On our planned schedules we can expect rain (slightly higher than London (2-4 inches)) either in The Congo, East Africa or Zambia depending on the time of year.

Based on the experience gained by us first hand we can say with confidence that contrary to popular pessimism and even in some cases diplomatic information, overland access to all countries en route is possible; also that routes taken are routes not just an unconcerned cartographer's line. Some however are in an extremely bad state. In fact there is almost no sealed road from the northern Sahara to Uganda and most of the tracks in the part of The Congo we shall be crossing have had no maintenance since 1960.

Not merely by comparison, conditions in East and southern Africa are good; roads, availability of fresh provisions and stores, fuel, services, etc., the regions being conducive to adventurous tourism.

In this part of Africa are some of the greatest game parks in the world and it can virtually be guaranteed that we shall see very many species of African fauna including Lion, Elephant, Rhino, Giraffe, Hippo and Buffalo.

### CENTRAL AFRICAN REPUBLIC AND ZAIRE (THE CONGO) - 19 days.

The expedition will move on from Chad and The Cameroons and follow one of two tracks south to the borders with the Central African Republic. The change from open savannah to thick bush and finally to dense tropical forest takes place between Fort Lamy and Bangui the capital of the republic, a distance of 650 miles. En route we pass the waterfalls at Boali which are very spectacular.

From Bangui we go eastwards through Bambari to Bangassou further up-stream on the river Oubangui, the largest tributary of the Congo. From the high ground there are views across miles of forest and there are a number of villages of round mud and grass huts. At Bangassou we cross the river by ferry - not as easy an operation as it sounds. The ferry is a rusting hull with rotten boards and no means of starting the ancient engine except our own truck batteries, and the just-floating wreck is moored on the other side of the river. However there is a dug-out-canoe to get some of us across to it.

Alternatively we will cross into The Congo at Bangui itself and move on to Lisala on the Congo River. The main factor to influence this decision will be the latest reported state of ferries and bridges at various river crossings.

Progress across The Congo will be very slow and it will take about 11 days to cover 1000 miles. The tracks are very badly rutted, the wooden bridges over the smaller rivers and streams are in a bad state of repair and the several rivers that have to be crossed by derelict ferry consume hours.

Much of the region is primeval forest too dense even to walk a few yards into, in other parts live very primitive people and in the far east we should again be able to find a pigmy village.

Our experience is that The Congo is still something of an unsavoury place and the atmosphere is still highly charged as a result of the dreadful holocaust of the early 1960s. The devastation is still very evident, in many places the local people still run for their lives when they see white people coming, and it is essential to conduct ourselves properly when dealing with the authorities. (Frankly, more than anywhere else on the journey, it is here that Encounter Overland's considerable experience of this sort of environmental situation is very valuable indeed.)

We shall travel in a generally eastward direction into the province of Isiro. We intend to explore the area of The Blue Mountains that stretch down the western shores of Lake Albert and Ruwenzori between Lake Albert and Lake Edouard, a region of active volcanoes which are exceptionally beautiful.

There are two ways of doing this :

EITHER to go from Isiro south-east across the Ituri Forests to Mombasa and Beni.

OR to follow the northern route to Aru (on the Uganda border) then, still remaining in The Congo, to go south to Bunja and Beni before crossing into Uganda at the Queen Elizabeth National Park.

Factors taken into consideration when finally deciding which route to take will include weather, time factor, condition of vehicles and morale.

EAST AFRICA. (Uganda, Kenya, Tanzania) - 17 days.

In Uganda we shall be able to stay at the Queen Elizabeth National Park or detour to The Murchison Falls National Park astride the Nile. Then from Kampala we shall take the main road to Nairobi.

Kampala and Nairobi are "air-conditioned" cities with cold beer and the lure of hot baths, collection-points for mail from home and refit centres for the trucks - together justifying a stay of 4-5 days.

Beyond Nairobi we can camp under snowcapped Kilimanjaro and visit the famous Serengetti Game Park and The Ngorongoro Crater in Tanzania, (one of the best areas for 'cats'; lion, leopard, cheetah), and go on to the coast of The Indian Ocean at Mombasa. There will be plenty of time on the coast and in the game parks where our trucks really come into their own as mobile vantage points from which to view the animals in an environment almost unmolested by man. There are well-sited lodges around waterholes where, particularly at dawn and dusk, the undisturbed pattern of animal code and custom can be seen and wondered at.



The coast has much Arab influence; they have been traders here since long before the coming of Vasco de Gama in 1498. Guarding the harbour at Mombasa is Fort Jesus which, when the monsoon winds blow southerly is still witness to the arrival of single-masted dhows plying the coast from Arabia.

Inland again we are in the hunting-grounds of the Masai, and from time to time we shall see ochre-smearing warrior-herdsmen with loincloth and long spears.

SOUTHERN AFRICA (Zambia, Rhodesia, South Africa) - 12 days.

The route we are now travelling was known as the famous 'Hell Run' between Dar es Salaam and Lusaka, the sole supply route for imports into Zambia and the exportation of copper. The road is now much improved though particularly in bad weather progress can be slow.

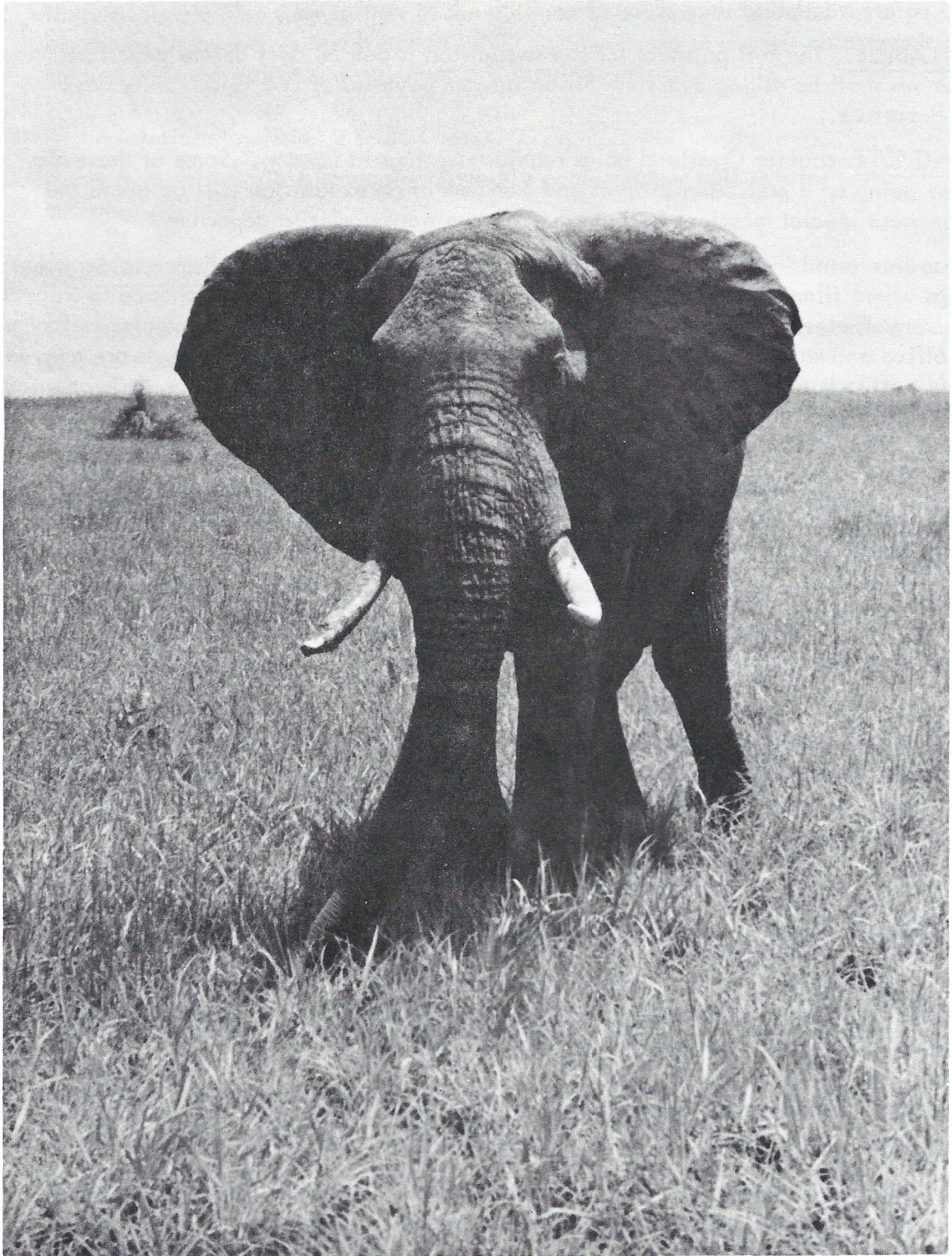
From Lusaka we shall go to Livingstone on The Zambesi River. From many miles off a mist of spray can be seen above the jungle. This is Mosi-o-Tunya, 'Smoke that thunders' which due to David Livingstone we know by the name of a distant white queen, Victoria.

At the height of the rainy season (March-May) over 1,000,000 gallons of water crash into the 360ft gorge every second. From both the Zambian and the Rhodesian sides of the river and from the bridge joining them are spectacular views of the various cataracts and across the mile-wide main chasm. These are the greatest falls in the world, the most awesome sight in all Africa,

Once in Rhodesia we go to Bulawayo, to The Matopas, Cecil Rhodes' retreat and the site of his grave, and we follow the tracks of his unfulfilled dream; a railway trans-Africa from The Cape to Cairo.

Finally we cross The Limpopo River at Beit Bridge and drive through the Transvaal to Johannesburg.

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## ADMINISTRATIVE INFORMATION

JOINING. As soon as you have decided you are interested in joining us you should complete the enclosed booking form and return it to us with a deposit. If we are unable to offer you a place the deposit will be returned within 14 days. Individuals must be physically fit; this is essentially a young group and we would need to meet anybody over 35 before accepting them as members.

THE BALANCE. The full payment for the expedition is due 30 days before departure however we shall be asking everyone for an interim payment of £65 (\$150) sixty days before departure.

MEETINGS. Encounter Overland holds regular meetings in London. Some of these are for those going on a particular project and members of an expedition will be given the dates of these special meetings held during the two weeks prior to departure.

All those interested in the E.O. programme for 1975/76 are warmly welcome to our other meetings where films and slides will be shown and where there will be a chance to inspect one of our vehicles. Find out from us when these meetings are. People are also welcome to our office and workshops at Wren Park or to meet us in London. Most times are convenient, but prior notice is essential. While such meetings have obvious advantages, it is appreciated that some people either abroad or in other parts of the British Isles will not have an opportunity to attend. They should not feel that this need necessarily affect their joining the expedition.

INSURANCE. Each member of the expedition **MUST** take out special travel insurance, and we can suggest a policy especially underwritten for us. The policy will cover the following minimum benefits:

1. Personal accident insurance, death £1,000., loss of limb £1,000. £10 per week, total disablement limited to 104 weeks.
2. Medical expenses up to £1,000 covering medical expenses, doctor's fees etc. and additional travel costs.

The cost of the policy for 4 months is £21.00 but longer periods can be quoted on request. Let us know if you would like full details of this policy. Valuable personal effects can also be covered. We have no objection to alternative insurance cover so long as it contains the minimum benefits above.

PASSPORTS & VISAS. Passports must be valid for the length of the expedition and have sufficient pages (twelve at least) for visas and border stamps. Visas will be discussed in detail at a later date and will be obtained under the guidance of the organisers.

INNOCULATIONS. Injections against SMALL POX, YELLOW FEVER and CHOLERA are required and international certificates of vaccination must be shown at several borders. You should contact your doctor or local hospital.

OTHER ADMINISTRATIVE DETAILS such as mailing and suggested clothing lists will be supplied to all members of the expedition, as well as dates of group meetings and final departure arrangements from London or Johannesburg.

Usually (though not always) groups are complete well in advance of the departure date. If you have any queries before deciding please contact us - phone, write, come and see us. **SOON.**

See the front page for the address.

## OTHER USEFUL INFORMATION.

### MONEY HINTS.

On entering South Africa each individual may have to satisfy the authorities that he has enough funds to cover his stay. This is estimated on about £50 per month. Individuals are also warned that in the absence of a ticket or voucher for a departure journey from South Africa, they may be asked to deposit an approximate amount with the authorities to cover this requirement.

Apart from this possible expense, obviously each member will require personal money.

### CONTRABAND.

The strictest penalties for smuggling are imposed by all countries en route and many carry out careful examinations. FIRE ARMS will not be carried.

### MAPS.

High quality maps entirely adequate for all routing purposes are the MICHELIN edition 1/4,000,000 (1 inch to 64 miles approx.) showing Africa in three sections.

The following 2 maps show the areas we are concerned with:

Map 153. North West Africa.

Map 155. Central & South Africa.

These maps are available at good agents, including Stanfords Ltd., Long Acre, London W.C.2., The Map House, Haymarket, S.W.1. and the A.A., Fanum House, Leicester Square, W.C.2.

## THE OVERLANDER'S GUIDE TO CONNECTING TRAVEL

This special publication is produced by Encounter Overland. For people travelling across Africa the following information will be of particular interest.

Connecting travel between India, the Far East, Australia and New Zealand in shipping and special flight concessions and hints on travelling not only between but within countries.

Also similar details of connections with Europe, America (both through Europe and across the Pacific) and East and South Africa.

Details too of visa and vaccination requirements and other useful addresses.

TO ALL MEMBERS OF ENCOUNTER OVERLAND EXPEDITIONS THIS INFORMATION IS AVAILABLE FREE AND IN ALL INSTANCES WHERE SPECIAL REDUCTIONS ARE AVAILABLE THEY ARE PASSED ON.

THIS INFORMATION IS AVAILABLE TO OTHERS BUT A SMALL CHARGE IS GENERALLY MADE.

### RECOMMENDED BOOKS ON AFRICA

1. AFRICA HAND BOOK – PUBLISHED BY COLIN LEGUME – PENGUIN
2. HISTORY OF EAST AND CENTRAL AFRICA – BASIC DAVIDSON
3. THE AFRICANS – NAOMI MITCHESON
4. A SHORT HISTORY OF AFRICA – OLIVER & PAGE – PENGUIN
5. BLUE AND WHITE NILE – ALAN MOORHEAD  
NO ROOM IN THE ARK – ALAN MOORHEAD
6. HIGH STREET AFRICA – ANTHONY SMITH
7. INSIDE AFRICA – JOHN GUNTHER

### APPENDIX

#### CONDENSED INFORMATION OF COUNTRIES VISITED.

COUNTRY	ADDRESS in London	Visas required *	Injections	Money
MOROCCO	Moroccan Embassy, Queens Gate Gdns., S.W.1. (01-437-0073)	Not required by any Europeans.	Smallpox	Not Sterling Area
ALGERIA	Algerian Embassy, 6 Hyde Park Gate, S.W.7. (01-584-9502)	Americans, German Australians New Zealand Canadians.	Smallpox	Not Sterling Area.
NIGER	c/o French Embassy, 24 Rutland Gate, S.W.7. (584-9628)	Commonwealth American Some Europeans etc.	Smallpox	Not Sterling Area.
NIGERIA	Nigerian High Com., 178/202 Gt. Portland St. W.1. (01-580-8611)	Americans Europeans	Smallpox	Sterling Area.
CAMEROONS	Embassy of the Cameroons 84 Holland Park, W.11 727-0771	British (extended stays only) American Australian Some Europeans etc.	Smallpox	Not Sterling Area.

COUNTRY	ADDRESS in London	Visas required *	Injections	Money
CHAD	c/o French Embassy 24 Rulland Gate, S.W.7. 584 9628	Commonwealth American Some Europeans etc.	Smallpox Yellow Fever	Not Sterling Area
CENTRAL AFRICAN REPUBLIC	c/o French Embassy 24 Rutland Gate, S.W.7. 584 9628	Commonwealth Some Europeans etc.	Smallpox Yellow Fever	Not Sterling Area
CONGO	Congolese Diplomatic Mission, 26 Chesham Place, S.W.1 (01.235.7122)	Commonwealth American European etc.	Smallpox Yellow Fever	Not Sterling Area
UGANDA	Uganda House, Trafalgar Square, W.C.1. (01.839.2871)	American Some Europeans	Smallpox Yellow Fever	Sterling Area
KENYA	45 Gt. Portland St., W.1. (01.636.2371)	American Most Europeans	Smallpox Yellow Fever	Sterling Area
TANZANIA	43 Hertford Street, W.1. (01.499.8951)	American Most Europeans	Smallpox Yellow Fever	Sterling Area
ZAMBIA	Zambian High Com., 7 Cavendish Place, W.1. (01.580.0691)	American Most Europeans	Smallpox Yellow Fever	Sterling Area
RHODESIA	Rhodesia House The Strand W.C.1. (01.240.1212)	American (arranged on entry).	Smallpox Yellow Fever Cholera	Not Sterling Area (heavy restrictions)
SOUTH ** AFRICA	South Africa House Trafalgar Square, W.C.2. (01.930.4488)	American New Zealand Most Europeans	Smallpox Yellow Fever Cholera	Sterling Area.

\* Some of these visas you may be required to obtain yourself but for the most part application will be made on behalf of the group by the organisers. A total of about 20 visa photos will be required.

\*\* It is essential that visas for South Africa are not obtained before departure of the Southbound expeditions.

It is apparent that there are several 'organisers' of expeditions trans-Africa who have chosen to imitate these details (which in a similar form have been in print since August '69). We frankly feel it is in your interest to know not so much that this is 'The original, or that 'copyright is reserved', but that very few organisers, who have borrowed from these details have any trans-Africa experience what-so-ever.

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ADDENDUM

JOHANNESBURG-LONDON

The series of trans-Africa projects from London to Johannesburg described in this literature is now complemented by similar journeys back up through Africa.

In each case there is a considerable length of time spent in South Africa between the completion of the southbound expedition and the return north and in this period vehicles and equipment are thoroughly overhauled and the entire expedition refitted.

The return trip will be as near to the outward one as possible, it too taking 13 weeks.

One important difference of route should be noted; after crossing into Rhodesia we will then continue on into Malawi, thus the route will be as follows:

Salisbury, (after a detour to the Victoria Falls)  
Blantyre, (Malawi)  
Mbeya, (Tanzania)

Visas required for countries north of Malawi will be obtained in Blantyre.

It is very unlikely that people holding republic of South Africa or Rhodesia passports would be permitted access to several of the Black African or Arab states, thus groups consist largely of people holding European passports but may well include Australians, New Zealanders, Canadians and Americans. Agents of Encounter Overland are active in all these countries as well as in South Africa.

ALL EXPEDITIONS

All expeditions have in mind the possibility of variations in route due to physical as well as political changes. For example since the Uganda crisis expeditions have travelled through Rwanda south of Lake Victoria and this situation is unlikely to change in the near future.



A Pigmy welcoming dance in our honour.



Mosi-O-Tunya. "Smoke that Thunders".

