

University College London

Expedition and Travel Committee



AROUND THE WORLD IN 80 WAYS
EXPEDITION 2005

Tim Moss and Thom Allen

80 Ways?

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WHAT IS AROUND THE WORLD IN 80 WAYS?

In the summer of 2005, two University College London (UCL) students attempted to circumnavigate the globe using eighty different methods of transport. They gave themselves seven weeks to do it in and were restricted to using each mode of transport only once. They were funded primarily by an Expedition and Travel Committee (ETC) grant of £3000 and were raising money for The TreeHouse Trust, an educational charity for children with autism.

THE TEAM



Name: *Tim Moss*

Role: *Expedition Leader*

Age: *22*

Course: *Psychology, final year*

Previous Expeditions:

UCL Tien-Shan Expedition 2003

UCL Quimsa-Cruz Bolivia Expedition 2005



Name: *Thom Allen*

Role: *Chief Navigator*

Age: *21*

Course: *Geology, third year*

Previous Expeditions:

UCL Tien-Shan Expedition 2003

Name: *Michael Halls-Moore*

Role: *Base Camp Manager*

Age: *22*

Course: *Mathematics (University of Warwick)*

Mike designed the web site and kept it updated while the other two were on their journey



PREPARATIONS

The amount of preparation necessary for the trip was phenomenal and took up a lot of time (perhaps not entirely advisable for third year students).

TreeHouse

Since we were planning on attracting a lot of attention for the trip, we decided to raise some money for charity while we were going. Tim was working as a tutor for a boy with autism and through his family we were put in contact with The TreeHouse Trust – a specialist school for children with autism that's based in North London. We went up to see the place, it was clearly something special and they were happy to have us working for them.

The Website

The first major hurdle was getting the website online and that's where the third man, Mike, came in. He designed us an awesome website (www.80ways.co.uk) that we could direct all potential supporters to. We also set up a 'JustGiving' page that allowed people to make donations to TreeHouse online.

Getting Sponsors

From the offset to our departure and even during the trip, we were relentlessly pursuing help from various different sources. We wanted free rides and free gear. We received rejection after rejection but we eventually made some progress. We didn't get Richard Branson to pay for everything but we did get a lot of help on our way – see the full list in the 'Supporters' section below.

The Media

We sent out press releases to everyone we could think of and called in any favours we had. We got in local papers, the BBC News website and front page of the Metro. The day before we left, an ITV came round Tim's house to film us for London Tonight and a separate film crew showed up at the launch. It took a lot of time and effort and we are eternally thankful to UCL Press Office for their help.

T-Shirts, Badges and a Top Hat

It was always our plan to wear home-made 80 Ways t-shirts around the world but when people kept asking if they could get one, we went public and sold our t-shirts for charity. We also ran off a batch of 80 Ways badges to give to everyone that helped us out on the way. Robin Dunseath, who led a two blind people and a guy in a wheelchair around the world in a similar ilk to ourselves, also challenged us to wear a Phileas Fogg style top hat wherever we went (as if we didn't stand out enough already).

80 Ways?

One of the first things we did was to confirm that there were in fact eighty different methods of transport but we didn't stop there. We encouraged people to look at the list on our website and contribute ideas – last check we had about 300!

THE ROUTE

Our route was only half planned when we left London. We had a train booked from Moscow to Beijing and a flight from Hong Kong to San Francisco. Other than that, we had a map of the world and a compass.



A rough guide to where we went (the line was drawn before we left so it's a bit off!)

We hitch-hiked from UCL Quad in **London** to Southampton where we took a catamaran to the **Isle of Wight** (to stay with Thom's dad). A hovercraft took us to Portsmouth and a ferry took us across the Channel where we hitched in a van and a lorry to **Paris**. An electric train took us up to **Berlin** and a bus took us to **Moscow**. The Trans-Siberian took us to **Beijing**, via **Ulan-Bator**. With boats unavailable, we took a first-class train to **Shanghai**, a domestic flight to **Guangzhou** and a hydrofoil to **Hong Kong**. Our international flight took us to **San Francisco** (via **Manila**) and then we drove to **Montreal**. A freight ship sailed us to **Antwerp** and the EuroStar brought us **home**.

THE STORY

You can follow the progress of our project from conception to completion (and beyond) on our website (www.80ways.co.uk) and you can read many detailed journal entries written on the road by Tim at IgoUgo (www.igougo.com/planning/journalGuide.asp?GuideID=446149) but here follows a brief outline of what we got up to:

The Launch

UCL Human Powered Flight Society kindly provided us with our first, and possibly best, mode of transport: Steam Boat Willy – a pedal-powered hover craft! We got a small crowd to see us off after being interviewed on TV and Tim pedalled the machine out of UCL Quad and down along Gower Street. After Thom stole an old lady’s mobility scooter we took a bus to Hamleys to use pogo-sticks and the like before taking the tube out to Richmond to hitchhike to Southampton. We made two appearances on London news that day and got stopped several times in the street by people that recognised us! Stood by the side of the road with a sign saying ‘Southampton – for charity!’ we soon got a picked up and even managed a free catamaran trip to the Isle of Wight.



Method #1: Steam Boat Willy

The Isle of Wight

Thom grew up on the Isle of Wight and his dad and sister helped us make the most of our time there. We went sailing on a catamaran, hopped on a jetski, got a ride on a tractor, had a flight in a Cessna, found an old Sinclair C5 lying around, borrowed a sit-on lawn mower and took a dumper truck for a spin. The hovercraft to Portsmouth let us on without tickets meaning we’d racked up 20 odd transport methods without spending a penny. Tim’s friend accommodated us for the night and provided us with a unicycle.



Wetsuits on the Isle of Wight

Paris

The ferry we planned to get left before got to the docks but we tried to convince various people at reception to give us a free ride. It took a lot of work but we eventually got a ferry to Le Havre for a pound each and spent the five hours walking round the boat, wearing the top hat with a sign on our backs saying 'Give me a lift to Paris for charity'. Thom found some drunken hippies who had a van they were willing to take us half way in and, dumped at a petrol station 50 miles from Paris, Tim's French skills landed us a trip in a lorry.

A couple of days in Paris allowed us time to find a novelty bike, a mobile-watering machine and do a human-wheel-barrow in the Louvre. Tim tried to get a ride on a funicular railway with pleas of 'Pour l'enfants! Pour l'enfants!' (For the children! For the children!) but unsurprisingly failed. With the understanding that our Trans-Siberian train would be diesel powered, we booked ourselves on an overnight *electric* train to Berlin.



80 Ways in the Louvre

Berlin

The plan had been to take a bus from Berlin, up through Lithuania, Latvia, Estonia and across to Moscow, thus avoiding Belarus. When we got to the ticket office we discovered such a route no longer existed, that we would have to go through Belarus and that we needed visas. That left us 24 hours to secure an express in Berlin without speaking Russian or German and takes 48 hours to process. After a mad dash back and forth across the city and a run in with the transport police, we miraculously got our stamps in time and booked our coach seats.

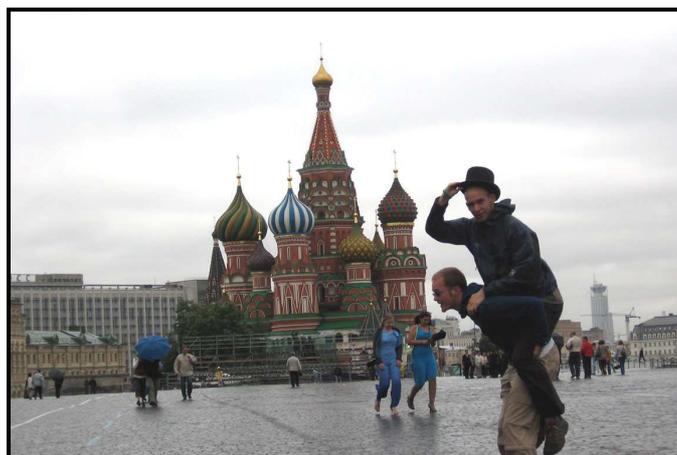
With a bit of time to breathe, and guided by Tim's friend's brother, we found ourselves the impressive 7-Seater 'Conference Bike' (see below), did a few forward rolls in front of the Reichstag, hopped in a velo-taxi and indulged in some free-running on what we later discovered to be a Holocaust memorial! Thom also found time to fall off a climbing frame, crack his ribcage and lose the ability to breathe. Tim got a passer-by to call for an ambulance but we ended up with two police women running towards us crying out 'Ver ist di kinder!? Ver ist di kinder!?'.



The Conference Bike

Moscow

36 hours on a bus is never going to be pleasant but having just left hospital with bruised ribs, Thom probably suffered a little more than most. When we got to Moscow it was raining and it didn't really stop for about 48 hours. Nonetheless, Tim still managed to give Thom a piggy-back ride in Red Square, we convinced a workman to let us pose with his digger and used a local trolley-bus. Through use of an 80 Ways badge as currency, we also successfully bribed a dodgy looking policeman to let us into the grounds of the Kremlin but had some trouble getting back out again...



Piggy Back in Red Square

The Trans-Siberian

The only leg of the trip that was actually booked before we left home was the train trip from Moscow to Beijing, via Ulan-Baatar. From the early days we had been looking forward to Trans-Siberian and it didn't fail to meet expectations. In our cabin were a friendly Australian girl and a quiet little Mongolian; a quiet little Mongolian girl who turned out to be a smuggler with a huge cache of clothes stashed away inside a hidden compartment in the ceiling...

The restaurant carriage was run by a scary looking Russian guy called Victor who we presented with a huge bottle of whiskey in the hope that we would get better service (we got a few free shots of whiskey at least and I think maybe a couple of extra gherkins).

On several occasions, when one of us got off to buy food from local shops, the train would pull away resulting in a panicked dash to jump back on but we made it to Ulan-Baatar without too much hassle.



Stopping the Trans-Siberian

Mongolia

Mongolia was one of our only indulgences in the trip, it wasn't necessary to stop there, we just wanted to, and thus we had nothing that we needed to do. We quickly arranged to stay in a ger hut out in a nearby national park. Two nights away from the urban grind was bliss and we spent a day on horseback as well as getting on a camel and scaring a yak before getting back on the train.

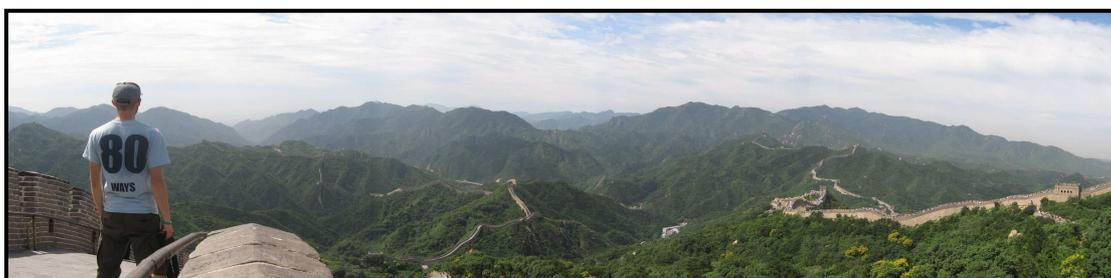


Camel!

China

The train pulled into Beijing where we met by our host, Chi, and quickly taken out for Peking Duck (our first of many culinary excursions in China). A cable car took us down from the Great Wall and a rickshaw took us to the Forbidden City where we did some pigeon steps; a local fruit-seller let us on a three-wheeled pick up truck, we sat on a battery powered wagon and a tuk-tuk driver tried to overcharge us.

With the boats to Shanghai out of action, we scraped the barrel and took a *first class* train to Shanghai. There we found an evil-henchmen shuttle pod under the Bund, took an elevator up to the 87th floor of the Jin Mao building and sweltered in the hottest weather for a hundred years. We took an internal flight down to Guangzhou where we assisted by UCL alumni and got involved in a high-speed minivan chase to the docks for our ferry to Hong Kong.



The Great 80 Ways at the Great Wall

Hong Kong

The world's steepest funicular railway, the world's longest moving walkway, the famous Star Ferry, a pedestrian rickshaw and a coast-guard caterpillar rescue vehicle kept us entertained in the Special Administrative Region. We spent most of our time looking for discounted iPods in the electronics stores and stocking up on CDs for the trans-American road trip we would be starting in a few days time. Having failed to find the world's largest carved Buddha, we found ourselves a golf buggy and a mobile-floor-polisher at the airport and took our international flight to the USA (via The Philippines).



Phileas Fogg in Hong Kong

The Philippines

Despite only having about 48 hours in Manila, there was nothing nowhere that we needed to go so we just relaxed – although it wasn't so easy since we had a niggling worry the whole time: we would be arriving in San Francisco on Wednesday night and we had reservations on a boat leaving Montreal the following Sunday. That gave us less than 96 hours to find a car we could afford (with a drop off in another country) and to drive three and a half thousand miles. We were a little bit stressed.

Nonetheless, we found a bicycle sidecar, a horse-drawn cart and the coveted Jeepney. We also repaired our hotel room's air-conditioning unit in the small hours of the morning using Thom's Swiss army knife but that's another story.



Attempting cart-wheels in Paco Park, Manila

America

Arriving in San Francisco three hours *before* we left Manila, it should have been 5am but the pilot announced that local time was eight in the evening. To our delight, not only were there car-hire companies still open but there was a row of about ten of them all inside the airport. Having been told that “no one here will let you have a car” (we were too young and wanted to go too far) we soon found ourselves sat behind the power-assisted steering wheel of a Chevrolet Malibu V6 with cruise control, air conditioning and an engine far bigger than any British insurance company would let us drive.



The Malibu V6

Interstate-80 became our home for the next three days, driving in shifts, up to 24 hours at a time. We slept by the side of the road, in motels and finally in a car park. Our new CDs and amusing road signs kept us entertained for the journey and we made good time, covering the 3000 miles with enough time to drop off the car and grab a quick coffee before boarding our boat home.

The Boat

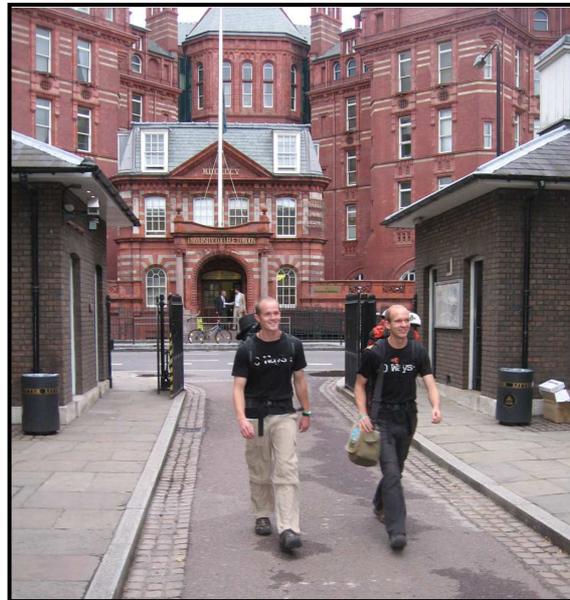
‘CP Ships’ provided us with a free ride aboard The Canmar Pride – a huge cargo ship bound for Europe. We had no idea what to expect and were pleasantly surprised with our own private cabin as two of only four private passengers onboard. The journey took seven days and our time was split evenly between eating, reading and sleeping which was bliss after a month on the move.



The Canmar Pride (on deck)

Getting Home

We were expecting to get off the boat in Hamburg but in fact it stopped at Antwerp first and so, within hours of disembarking, we found ourselves on the Eurostar bound for London. With only a couple of hours notice, our return to the Quad was an unceremonious affair, our final method of transport being to walk back to our final destination.



Walking back into the Quad

We made it back in plenty of time having used exactly eighty methods of transport as planned (although due to some poor calculations, we realised on the train back that we were actually back ten methods short and had to do some quick thinking which saw us flagging down a black cab, army crawling along Southbank and accosting a bin-man).

TREEHOUSE

The TreeHouse Trust (TreeHouse) is a UK charity, based in north London and founded in 1997 by a group of parents whose children had recently been diagnosed with severe autism. TreeHouse was established in response to the huge unmet national need for specialist education for children with autism. Its aim was to provide an educational centre of excellence for children with autism and related communication disorders.



TreeHouse[®]

www.treehouse.org.uk

We decided to support TreeHouse on our travels because of Tim's experiences with children with autism. Tim worked as an autistic tutor during his final year and saw the effects of the disorder firsthand, and more importantly, the difference that the right intervention could make. After we visited the new TreeHouse site in North London, we were thoroughly impressed with their work and they were glad to have us on board. You can find out all about TreeHouse on their webpage (www.treehouse.org.uk). Our online donation page may still be available at www.justgiving.com/80ways. At the time of writing, we had raised just over £3000 on the website.

SUPPORTERS

Although the bulk of our funding came from the ETC, we also sought help from a number of other sources.

Company	Support	Website
World Nomads	World Nomads are travel insurance company and provided us with free cover against all possible transport methods we might encounter.	www.worldnomads.com
Rough Guides	Rough Guides provided us with guide books for all the countries on our journey.	www.roughguides.co.uk
IgoUgo	IgoUgo is an online travel community that sponsored Tim to keep a journal on their webpage. You can read all his entries here: www.igougo.com/planning/journalGuide.asp?GuideID=446149	www.igougo.com
JVC	JVC gave us a top of the range digital camcorder so that we could capture the trip on film.	www.jvc.co.uk
Wayfayrer Foods	Wayfayrer are outdoor food specialists who helped Tim and Thom on previous expeditions. This time they made a generous donation to TreeHouse in exchange for some silly photos.	www.wayfayrerfoods.co.uk
Out of the Ark Music	Out of the Ark Music make children's music and school plays. Tim used to work for them. They gave generously to both TreeHouse and the trip itself.	www.outoftheark.com
Care Union	Care Union are an online jewellery company that made a contribution to TreeHouse and also offered 10% of any sales quoting '80 Ways' to the charity.	www.careunion.co.uk
Uniqlo	Uniqlo make very cool clothes and provided us with the t-shirts we got printed, the fleeces that kept us warm and various other clothes to help us raise money.	www.uniqlo.co.uk
T4Me	A great little t-shirt printing shop on Charlotte Street. They helped us out with the production of the infamous '80 Ways T-shirts'	www.t4me.co.uk

ACCOUNTS

Source	Money In
UCL Expedition and Travel Committee Grant	£3000
Tim's Mum's Bring & Buy Sale	£330
'Out of the Ark Music'	£150
Other contributors	£120
Our credit cards	£TBA
TOTAL:	£3600

Source	Money Out
T-Shirts	£105
Badges	£51
Top Hat	£10
Visas	£300
Foreign Currency (bought in UK)	£173
Trans-Siberian tickets (+ Moscow accommodation)	£525
Flights (Hong Kong → San Francisco)	£750
Cash Paris	£100
Cash Berlin	£241
Cash Moscow	£213
Cash China	£185
Cash Hong Kong	£136
Cash Philippines	£108
Car Hire	£700
Cash USA	£295
Cash Canada	£50
Cash Belgium	£80
TOTAL:	£4022

N.B. Many costs are approximated and even more are not covered (but you get the idea).

THANK YOU'S

First and foremost, a huge thank you to the Expedition and Travel Committee without whom this idea may never have got any further than our own heads. Thank you for helping our dream become a reality and for giving the both of us yet another amazing summer holiday.

Thank you to everyone at TreeHouse that helped us with the organising, with the networking and for believing that it could be done. Thank you Nicola Swann, Susan Beck, Caroline Brookes, Claire Knapton-James and Dawn Sonneman. Thank you Su and thank you Elliot.

Thank you to all of the companies that supported us. Thank you Marta Williams, Suzanne Joyce, Joey Tang, David Wearn, Cameron Siewert, Louise Brierly-Ingham, Mark, Jonathan and the OOTAM girls, Nick Pound and Chris Noble.

Thank you to everybody who donated on the website, that gave us money for TreeHouse and that bought the t-shirts.

Thank you to everyone that helped with the trip planning. Thank you Aunty Jean and Uncle John for your advice. Thank you mum for organising the bring and buy sale, and thank you dad, Rob, Uncle Bob and everyone else who helped out.

Thank you to everyone who e-mailed their transport suggestions and their messages of support.

Thank you to Robin and Mary Dunseath of the Around the World Foundation. Thank you for the top hat, the donation, the pen and the kind words.

Thank you to the UCL Human Powered Flight Society, especially Mr Willy.

Thank you to UCL Press Office and Alumni. Emma Grove, Dominique Fourniol, Fiona Davidson, Jenny Gimpel; David Norse and UCL Alumni network.

Thank you to all the people that helped us out on the way. Those of you that came to the launch, the staff at Hamleys, the couple that drove us to Southampton, Thom's dad and sister, Lianne and Scott., the hippies that drove us halfway to Paris, and the truck driver and other dude that took us the rest of the way, Dave, Ana, Sion and the Heart of Gold Hostel, the Belarus consulate staff, the girl who translated for us on the bus to Moscow, the friendly staff at G&R Hostel Asia, Zoe, Victor, Happy Camels, the Mongolian family, Chi and Wan, the UCL guy that took us out for dinner in Guangzhou, Lisa and ..., the Garden Hotel reception staff, Alamo, CP Ships, Karl, Tom and Mr Gomes.

...and everyone else who we've forgotten to write down but have by no means forgotten about.

80 WAYS?

1. Steam Boat Willy
2. Mobility Scooter
3. Red London Bus
4. Pogo Sticks
5. Shoe Skates
6. Toy Car
7. London Underground
8. Car Hitchhike
9. Catamaran Ferry
10. 4x4 Jeep
11. Catamaran Sailing Boat
12. Jet-Ski
13. Cessna Light Aircraft
14. Sinclair C5
15. Tractor
16. Fire Truck
17. Dumper Truck
18. Hovercraft
19. Unicycle
20. Ferry-port Shuttle Bus
21. Cross-Channel Ferry
22. Big Green Hippo Van
23. Lorry
24. Human Wheelbarrow (*in the Louvre*)
25. Novelty Bike
26. Watering Machine
27. Dotto Train
28. Diesel Train
29. Conference Bike
30. Free Running
31. Velo Taxi
32. Forward Rolls (*in front of the Reichstag*)
33. S-Bahn
34. Tram
35. Coach
36. Digger
37. Trolley Bus
38. Piggy Back
39. Trans-Mongolian Railway
40. Horse
41. Camel
42. Climbing
43. Hopping (*past a Ger hut*)
44. Steam Train
45. 3-Wheeled Pickup Truck
46. Cable Car
47. Pigeon Steps (*inside the Forbidden City*)
48. Rickshaw
49. Tuk-Tuk
50. Battery-Powered Bus
51. 1st Class Train
52. Evil Henchmen Shuttle Pod
53. Elevator (to Cloud 9, Shanghai)
54. Domestic Flight
55. Minivan
56. Hydrofoil
57. Funicular Railway
58. Pedestrian-Powered Rickshaw
59. Escalator (World's Longest)
60. Double Decker Tram
61. Leap Frog (*in front of the Hong Kong skyline*)
62. Swimming
63. Coast-Guard Caterpillar Rescue Vehicle
64. Star Ferry
65. Airport Golf Buggy
66. Mobile Floor Polisher
67. Boeing 747
68. Bicycle Sidecar
69. Jeepney
70. Horse & Cart
71. Cartwheels (*in Paco Park, Manila*)
72. Airbus
73. Hire Car
74. Freight Ship
75. Moon Walking
76. Channel Tunnel Train
77. Army Crawling (*past the House of Parliament*)
78. Black Cab
79. Mobile Dustbin
80. Walking (*back into the Quad*)



Photograph: Clare Kendal