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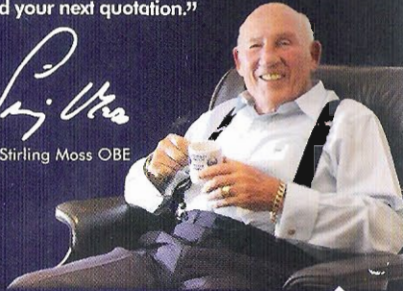
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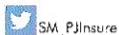
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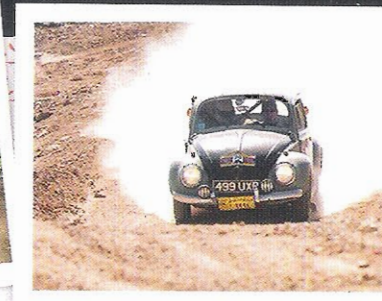
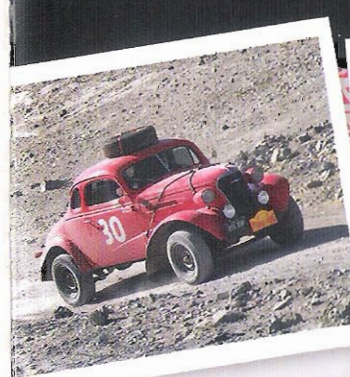
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2015 SHOW 2015 HISTORIC MARATHON RALLY

HERITAGE MOTOR CENTRE-GAYDON WARKS 31 MAY 2015



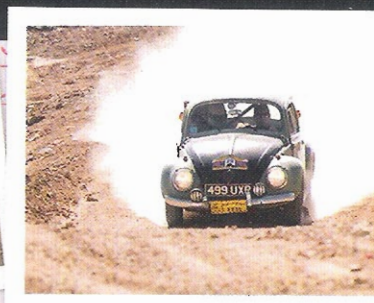
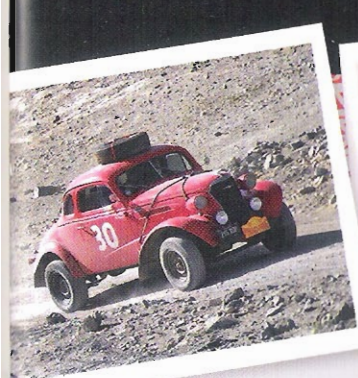
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2015 **SHOW** 2015
HISTORIC MARATHON RALLY

HERITAGE MOTOR CENTRE-GAYDON WARKS **31 MAY 2015**



OFFICIAL PROGRAMME

£3

Safety Fast!

We hope you enjoy the display and the vehicle Parades taking place during the day at the Historic Marathon Rally Show. Do ensure you experience the talks taking place inside the building which are free.

PLEASE do not encroach into the fenced off roadways during the Parades and take note of any instructions a Show official gives you; they are identified by their red shirts, name tags, and many will be wearing hi-visibility tabards.

This event is solely funded by sponsorship and programme sales so if anyone wishes to make a donation to ensure that we are not out of pocket at the end of the day please do so at the Signing On tent where we are being allowed to sell entry tickets to the museum at a discount price. Any surplus in the account at the end will be put to good use.

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The Historic Marathon Rally Show

Hello everyone and welcome to our Show.

When Patrick Walker and later Ken Green contacted me a year ago suggesting we hold another event similar to WCR40 (the event we held at Gaydon in 2010 to celebrate 40 years since the London-Mexico World Cup Rally) I thought little of it.

I was after all recovering from a knee replacement operation as well as trying to get my Triumph 2500 estate ready for the Club Triumph Round Britain Reliability Run.

Persistence pays off and another bit of badgering from Patrick who said he would give some financial support if needed, and discussions with both him and Ken as to the nature of the event, the idea of the Historic Marathon Rally Show was born.

We wanted something different from before, and to recognise not just the Marathons but all cars and events of the 1960s and 1970s, and the personalities who drove, organised, or prepared the cars so that they could take part. We took as our guideline any International event before 1982, reflecting the principle laid down by the HRCR when the formation of that club started the whole Historic Rallying movement that we enthusiasts enjoy today.

The guiding theme for our Show is REUNION, and the astonishing list of personalities and cars attending confirms this. Many of the personalities will be meeting old rallying friends they had not seen for decades, also in some cases the cars in which they competed. For us on the organising committee to know that we have facilitated such reunions and the pleasure they create justifies the work that we have put in.



Photo Courtesy:
British Motor
Industry Heritage
Trust

The confirmation of significant sponsorship from Philip Young (through his Endurance Rally Organisation) with whom I had discussed the Show gave us the financial stability needed and here we are today.

I had been looking forward to meeting up with Philip again, an old friend from the earliest days of the HRCR and with whom I regularly conversed about things relating to the original Historic cars and the people associated with them. Unfortunately he was forever running off organising one of his ERA events so we never seemed to get together but his enthusiastic support for this event made it so much easier to put on and his very sudden death in March this year was a shock.

Let us remember all that he did to start and establish the Historic Rally movement and help to make it what it is today. His drive and ambition will be greatly missed but his legacy lives on. Our condolences go to his family and friends.

So much work has been put in by all of the committee that it is not possible to single out any one person; I am indebted to all for their support, and to that of the members of Club Triumph assisting with marshalling. It is often not realised that these things are a team effort and without everyone doing their bit they cannot happen. I would also like to thank all those people who have put forward money to sponsor this event in large and small amounts – they are listed elsewhere in the programme.

I hope you enjoy the displays and the FREE talks taking place inside the Seminar Room accessed from around the back of the building. The Parades are a new venture and we hope you enjoy these but please note the safety warning published elsewhere in the programme.

If you wish to go into the museum there is an entrance fee but you can purchase tickets from our marquee by the entrance at a discounted price and help towards the costs of putting on this event

Have a great day and enjoy yourselves.

Ted Taylor

The Committee

Ted Taylor	-	Chairman & Motivator
Andrew Newman	-	Secretary & Programme
Stephanie Taylor	-	Treasurer
Ken Green	-	Cars and Personalities
Andrew Bradbury	-	Indoor Display
Bob King	-	Club Triumph, Parades
Patrick Walker	-	Committee
Chris Rabbets	-	Committee
Michael Ryman	-	Web site
Robert Connor	-	1968 London to Sydney
Bill Price	-	Personality support

Marathon Rallies – the Story

All the great marathon rallies of the 1960s and 1970s shared one thing in common; the need to drive for weeks non-stop at speed on roads many of which were unsuitable for such excursions. However, each had a character of its own.

The concept of a Marathon Rally lasting many weeks, contrary to what many people realise, goes back to the earliest days of motoring with the Peking-Paris in 1907 which lasted two months with competitors having to contend with very rudimentary road conditions. It was eventually won by a 7 litre itala.

The following year saw the New York-Paris with similar road problems, which also introduced the sea crossing over the north Pacific from Seattle to Yokohama (when using Alaska and the Bering Sea proved impossible). Won by a Thomas Flyer they took about 6 months with the second official finisher arriving about a month later!

1968 London to Sydney

Conceived by Sir Max Aitken, Tommy Sopwith and Jocelyn Stevens, for the Daily Express to sponsor and to 'raise the country's spirits' in a time of despondency and the devaluation of the pound.

Starting from Crystal Palace on November 24th the route took them 7000 miles across Europe and the Middle East then down to Bombay in India for a nine day sea crossing to Freemantle in Australia. There then followed a 2600 mile high speed blast across Australia to finish in Sydney on the 18th December. Considered by some to be a not so challenging a rally compared with later events, this is unfair as it was the first of its kind.

1	Andrew Cowan/Brian Coyle	Hillman Hunter
2	Paddy Hopkirk/Tony Nash	BMC 1800 Mk2
3	Ian Vaughan/Bob Forsyth/Jack Ellis	Ford Falcon GT
4	Sobieslaw Zasada/Marek Wachowski	Porsche 911S
5	Rauno Aaltonen/Henry Liddon	BMC 1800 Mk2

1970 World Cup Rally London to Mexico

The first of the next three marathons which were conceived by Whylton Dickson, though John Sprinzel lead the organising team for this event which is considered by many to be the greatest rally of all time.

Planned to be a tough high speed rally from start to finish covering 16000 miles in all with 4.500 in Europe and an Atlantic crossing from Lisbon to Rio, the schedule for South America in places required speeds on some Primes (stages) of about 100mph for long distances. The rally went over the Andes at one stage to a height of over 16000 ft requiring the carrying of oxygen. A comparatively close finish for such a long event saw the Fords beat British Leyland's Triumphs.

1	HannuMikkola/Gunnar Palm	Ford Escort
2	Brian Culcheth/Johnson Syer	Triumph 2.5PI
3	RaunoAaltonen/Henry Liddon	Ford Escort
4	Paddy Hopkirk/Tony Nash/Neville Johnston	Triumph 2.5PI
5	TimoMakinen/Gilbert Staepelaere	Ford Escort

1974 World Cup London to Munich

Often called the UDT Rally, the organisation for this event was down to Jim Gavin, a highly experience international competitor who had been involved with the two previous Marathons as either a driver or official.

Because the event started and finished in Europe to give it a real challenge it was routed across the Sahara with its extremes of temperature and the other problems of desert driving. Unfortunately in Algeria before the desert section started in earnest there was a navigational problem caused by the government extending a section of road subsequent to the completion of the road book which threw out the mileage calculations. As a result many people ended up lost in the desert and there were many stories of survival in extreme circumstances. This caused a shortening of part of the route and a major headache over results such that while 19 cars were declared finishers only five went the full distance

- | | | |
|---|---|---------------|
| 1 | Andre Welinski/Ken Tubman | Citroen DS23 |
| 2 | Christine Dacremont/YvelineVanoni | Peugeot 504 |
| 3 | Bob Neyret/JaquesTerramorsi | Peugeot 504Ti |
| 4 | Claudine Trautman-Vanson/Marie OdileDescignes | Peugeot 504 |
| 5 | Jack Ingleby/Robert Smith | Jeep CJ6 |

1977 London to Sydney

Again Jim Gavin led the immense organisation of this event. From London to Sydney covering three continents, 18,600 miles, 30 check points in 30 days, and with another sea crossing, it was intended to be the longest car rally yet staged. The first part of the route to Athens was largely a slog on motorways ending with an 11 hour break. From there the route went through Turkey and on to Madras in India where a ship was to take the rally across to Malaysia and down to Singapore – the home of the sponsoring airline. Unfortunately the boat shipping the rally across to Penang was late and delayed things by a couple of days so that after the second sea crossing the event arrived in Perth late! The Confederation of Australian Motor Sport was responsible for running the Australian section and they imposed many unexpected penalties and other problems such that at the finish there were numerous protests which had to be resolved before the results could be declared.

- | | | |
|---|---|----------------|
| 1 | Andrew Cowan (GB) Colin Malkin (GB) Mike Broad (GB) | Mercedes 280E |
| 2 | Tony Fowkes (GB) Peter O'Gorman (GB) | Mercedes 280E |
| 3 | Paddy Hopkirk (IE) Michael Taylor (GB) Bob Riley (GB) | Citroen CX2400 |
| 4 | Claude Laurent (FR) Jean Claude Ogier (FR) | Citroen CX2400 |
| 5 | Ross Dunkerton (AU) Bob Watson (AU) Roger Bonhomme (GB) | Peugeot 504T |

East African Safari Rally,

Conceived in 1953 to pay tribute to the Coronation of Queen Elizabeth it ran from Nairobi around Lake Victoria through Uganda and Tanganyika and back into Kenya. The first events did not declare a winner as such the achievement being to finish, but then winners were declared even though the challenge of just finishing were uppermost.

Becoming the East African Safari in the 1950sand the Safari Rally in 1974, the conditions of mud, rain and dust still made it a marathon event and finishing was at times a lottery.

Dominated by drivers from Africa it was considered impossible for a European driver to win until Ford succeeded with HannuMikkola in 1972. Most successful driver has been Shekhar Mehta with five wins but Scandinavian drivers have also been successful and British drivers Colin McRae and Richard Burns have given good account of themselves. The event switched to a special stage format in 1996

Marathon de la Route

Commonly called the 'Liege' it first ran in 1931 as the Liege-Rome-Liege but its heyday was in the 1950s, and the early 1960s when it ran as the Liege-Sofia-Liege. A notorious car breaker because it involved absolutely flat out stages along extremely rough roads in Yugoslavia such that at times a high percentage of its competitors failed to finish. Low slung sports cars had the undersides of their cars hammered severely, and successful cars tended to be slightly higher riding saloon cars. This made astonishing the success in 1960 of Pat Moss and Ann Wisdom who won in an Austin Healy 3000.

Increasing tourist traffic along with local traffic with the likelihood of an accident made running such a rally dangerous so the old format was abandoned in 1965. It became a largely 'rally style' long distance track event at Nurburgring run over a number of days.

Other key events

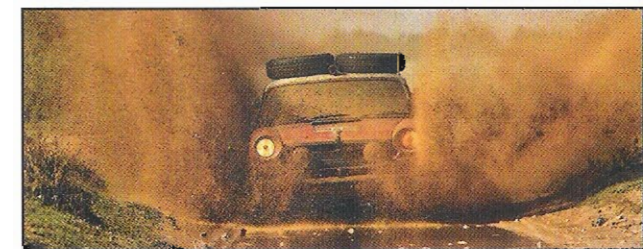
Rally du Maroque Run largely in desert conditions reflecting the Safari Rally in some respects with many cars falling by the wayside, in fact in 1969 the year that the Morris 1800 of Dave Corbett and took part there were just 9 finishers out of 68 starters!

First run in 1934 it has tended to be dominated by French cars and drivers.

Monte Carlo Rally Started in 1910, it became established in the 1920s and by the 1930s was 'the' event to do. With starting points around Europe, the drive to Monte Carlo in winter meant snow conditions increased the difficulty; then after arriving at Monte Carlo competitors had to go out on a high speed run into the mountains before finishing. Non driving elements were dropped in the 1950s as more serious competitors started pre event practicing and by the 1960s it had become a fast and serious rally. RAC Rally. The 'RAC' started in the early 1930s as a gentle rally but evolved through the 1950s as a navigational event with some special tests on private roads. With the special forestry stages introduced in 1960 it moved into the modern high speed rally era.

Revival

Philip Young competed in the 1977 London to Sydney - an event that he said changed his life. When the Historic Rally Car Register formed in the early 1980s it gave him the opportunity in 1988 to re-launch the concept of the Marathon Rally with the Pirelli Classic Marathon. This helped to establish Historic Rallying as a major classic motor sporting activity, but it also launched the concept of long distance rallying in classic cars.



The 1968 London to Sydney Marathon – A History of the 10,000 Mile Endurance Rally

It would be the rally event of a lifetime. Not since the first decade of the twentieth century had there been such an enormous spectacle of motoring endurance. Two hundred and forty three men and 12 women would drive in competition along a 10,000 mile route from London, England to Sydney, Australia. Ninety eight cars and crews of 19 different nationalities would speed right across 10 countries before taking on the vast expanse of the Australian outback - the bull dust, heat, danger, 'flying' wallabies, and 'giant' kangaroos. For every finely tuned, professionally prepared rally car, there would be a barely more than standard family saloon or estate car. Among the meticulously prepared factory team Cortina Lotuses, BMC 1800s and Australian Ford Falcons was a fascinating and rather unlikely mix of vehicles, including a little Austin 1300 Countryman, a tiny MG Midget, a Land Rover with its four-wheel drive permanently disengaged, and even a 1930 Bentley Sport Tourer! For every experienced international rally or racing driver, there would be many enthusiastic privateers without any experience of endurance motorsports, some without even the experience of driving on 'the wrong side of the road'! Cheered on by an enormous crowd gathered at London's Crystal Palace stadium, 98 cars set off from London on November 24, 1968, but by the time the last car was loaded onto a P&O cruise ship in Bombay, ready for the long voyage to Perth, 26 entries had fallen by the wayside. During the three day, 3,000 dash across the Outback, a further 18 cars broke down or crashed out of the Marathon.

On December 17, 1968, the winning car drove into the Warwick Farm Raceway in Sydney, to be met by cameras and journalists, Marathon officials and thousands of excited Australians. In December 1968, much was written about and reported on the individual and team winners, the shocking events of the final stage of the Marathon, and how a major car company was taken by surprise as one of its products beat the rest to secure victory. Forty eight years later, it has all but slipped into the mists of time. And what of the spear-carriers, the also-rans, those enthusiastic amateurs who saw their hopes of getting to Sydney realised, or worse, saw their dreams disappear on a roadside in India, or a ravine in Turkey? Who were these determined men and women who coaxed their crumbling, collapsing cars across mountain ranges and international borders, through the death-defying throngs that lined the roads of Pakistan and India and over the gruelling, relentless terrain of the Australian outback? What brought them to that bright, wintery day in London, their cars laden to the roof with spare parts, spare tyres, maps and notes, food rations, spare clothes, and even an umbrella?

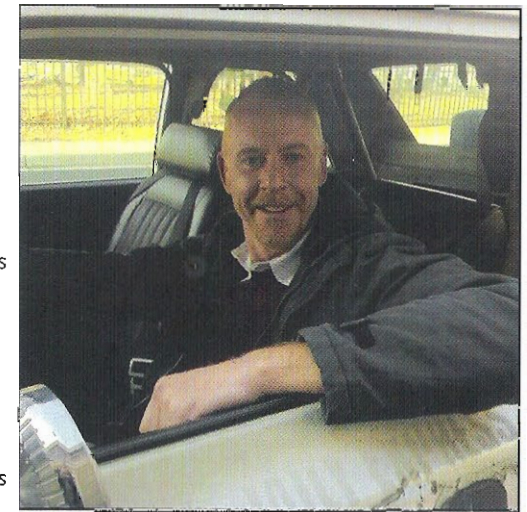
What started as an idle internet search in September 2010 eventually took me on my own personal 'marathon', which included travelling right around the world, and twice to Australia, to meet some of those extraordinary pioneers of endurance motorsports and hear their stories, their memories of the 1968 London to Sydney Marathon. From the adventures of a young Australian Ford Motor Company employee and works rally driver, to the trials and tribulations of a young British woman who joined an amateur, all-women team, only two of whom had competitive motorsports experience, each person's experience of the Marathon is unique, compelling and, on occasion, nail-biting!

Along the way, I had the privilege of meeting some of the great luminaries of international endurance rallying from Australia, Ireland and the United Kingdom, including Bob Holden, who, in his ninth decade, is still preparing and racing touring cars in Australia, Graham Hoinville, who competed regularly with Harry 'The Fox' Firth, Bruce 'Hoddo' Hodgson, Mike Wood, Brian Culcheth, Rosemary Smith, Ian Vaughan, who took third place in 1968, John Hemsley and Mike Bailey - so many stories, all told with great enthusiasm, humour and candour.

With contributions from more than 60 Marathon competitors, this book is for those who enjoy a good adventure story, for those who are interested in personal histories and those who want to know what on earth these 255 men and women were thinking, trying to drive a car all the way from London in England, to Sydney in Australia!

About the Author

Robert Connor first learnt about the 1968 London to Sydney Marathon while on a long train journey. In 1969, at the age of six, his mother bought him a toy car to keep him occupied - that toy car was a model of the winning Hillman Hunter, complete with plastic kangaroo and rally decals to stick on the gleaming blue and white paintwork. What was this Marathon? How could a car like the one in which he got lifts to school drive all the way to the other side of the world and win? Thus began a fascination that has lasted through the decades. A confirmed petrol-head, and devout fan of 1960's family transportation, Robert lives in Gloucestershire. This is his first book.



The 1968 London to Sydney Marathon – A History of the 10,000 Mile Endurance Rally will be published later this summer, and you can pre-order a copy via the publisher's website at www.mcfarlandbooks.com

The 1968 London to Sydney Marathon

Robert Connor
July 2015 | £40.95 | Paperback | 9780786495863 | 140 photos

Personalities

We may have created a record for bringing together so many individuals who have each contributed so much in shaping the history of International rallying.

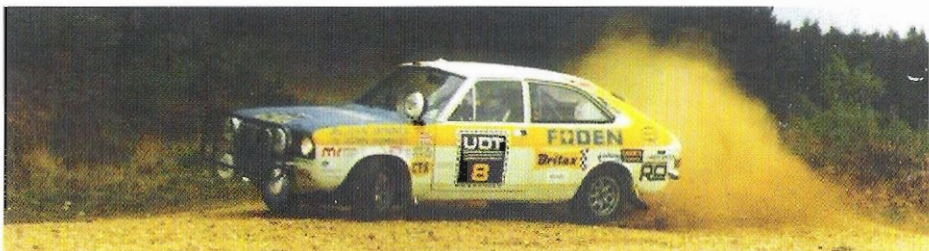
Mike Bailey	Rover	BAMA L-S '68, WCR '70 & '74 etc
Don Barrow		Works competitor, Rally equipment designer
Ken Bass	BMW	WCR '70
Bronwyn Burrell	BL/BMC	WCR '70 Maxi With Tina
Derek Bell	BL/BMC	Red Arrows 1968 L/S
Kim Brassington	Ford	L-S '68, WCR '70
Mike Broad	Mercedes	L-S '77 1st, Works co-driver, BRC 1985
Tom Boyce	BL/BMC	L-S '68 MGB with Jean Denton
Anthea Castell	Volvo	L-S '68 Volvo - winner Lady's Prize
Willie Cave	BL/BMC etc.	WCR '70 plus many more
Robert Connor		New book on 1968 London Sydney
Gordon Cruikshank		Motor Sport, Pirelli Classic Marathon
Les Dalton	BL/BMC	BAMA, RAC, Scottish (Landcrab, Mini)
Tony Davies	BL/BMC	Winner 1998 London Capetown
Richard Denny	BL/BMC	Navigator to Ken Tubman BMC Australia works team
David Dunnell	BL/BMC	L-S '68 With G White crash Teheran record solo drive back from Bombay
Robert Eaves	BL/BMC	Son of Bob Eaves L-S '68 WCR '70
Brian Englefield	Triumph	WCR '70 Triumph 2.5PI
Tommy Eales	BL/BMC	Mechanic, Comps shop, Abingdon
Paul Easter	BL/BMC	Works navigator
Peter Evans	BL/BMC	Red Arrows L/S '68 WCR '70
David Franks	BL/BMC	WCR '70 & 1968 Welsh. In VLT IG
Tony Fowkes	Merc.	L/S '77 2nd, five Paris Dakars
Jim Gavin	Ford	L-S '68 '77 WCR '70 '74. Competitor, event organiser, writer etc.

Den Green	BL/BMC	Foreman, Comps shop, Abingdon
Michael Greenwood	Ford	L-S '68
David Harrison	Ford	L-S '68 Lotus Cortina
John Hemsley	Peugeot	BAMA L-S '68 World Cup 70 & 74 etc
Terry Hunter	Porsche	L/S '68 WCR '70
Richard Hudson Evans	Ford	Writer, competitor 1970 World Cup Rally author of book on the rally
Noel Hutchinson	Magenta	WCR '77
Mike Jordan	BL/BMC	Scottish 1970/71 Mini Cooper S RDN 2G
Tony Jordan	BL/BMC	Scottish Navigator to Mike Jordan
Terry Kingsley	BL/BMC	Red Arrows L-S '68 WCR '70
David Lucas	VW	RAC 1974 in VW 1302S & many more
Dave Lucas	BL/BMC	Driver for Lathams of Leicester
Rob Lyall	Rootes	WCR '70 Works co driver etc. 1988 Pirelli Classic Marathon 1st
Trevor Lacey	BAMA	Mechanic/Team manager to Les Dalton
Chris Marriott	Rover	BAMA L-S '68, WCR '70
Brian Moylan	BL/BMC	Mechanic, Comps shop, Abingdon
Darren Malkin	Rootes	Colin Malkin's family
Will Malkin	Rootes	Colin Malkin's family
Tony Mason	Ford	Navigator to Roger Clark's RAC 1st
Dudley Pike	BL/BMC	Works mechanic.
Bill Price	BL/BMC	Manager, Comps shop, Abingdon
David Potter	BL/BMC	Scottish 1969, Monte 1969 LOF 179F
Graham Robson	Triumph	Writer, ex works navigator and Triumph team manager
Tim Reynolds	BL/BMC	Service crew WCR '70 Maxi Marshals of Cambridge
Tina Reynolds	BL/BMC	WCR '70 Maxi Marshals of Cambridge
David Sutton	Ford	Built Fords Works cars & a lot more !
Pat Smith	BL/BMC	Driver (as Pat Wright) 'Beauty Box' WCR '70

Rosemary Smith	Rootes/BL etc.	Works driver Rootes & BL/ BMC, won numerous events and Ladies prizes
Chris Taylor	BL/BMC	Son of Colin Taylor, Writer and competitor L-S '68, WCR '70
Gavin Thompson	BL/BMC	17/2 1st Lancers WCR '70 in Maxi
Hywell Thomas	BL/BMC	Navigator inc. Himalaya rally in Rover SD1 with Philip Young
Stuart Turner	BMC Ford	Competition team manager
Barry "Wizzo" Williams	Rootes	WCR '70 Hillman Hunter
Basil Wales	BL/BMC	Manager Special Tuning
Berwyn Williams	BL/BMC	L-S '68 & National Rallies in UDM 999G
Bob Whittington	BL/BMC	Mechanic, Comps shop, Abingdon
Cal Withers	Ford	Team sponsor Withers of Winsford
Garry Whitcombe.	Rover	WCR '74
Graham White	BL/BMC	L-S '68
Jeff Williamson	BL/BMC	Works Driver
Mike Wood	BL/BMC	Works navigator to Tony Fall
John Vipond	BL/BMC	L-S '68 Car 77

The following have indicated they may attend:

Paddy Hopkirk, Alec Poole, Francis/Richard Tuthill, Ari Vattanen
 Martin Proudlock, John Blanckley, Anne Humphreys, Tommy Sopwith, Jack Sears.



Club Triumph: 'The Club That Does'

All shows and events take a great deal of input and manpower to get off the ground and then a good deal of 'willing' hands to ensure all goes smoothly on the day. Our show could not be brought to you without the support of our good friends at Club Triumph-possibly THE most active of any one-make car club.

The origins of Club Triumph are interesting in that it's roots go back to 1954 when the Triumph Sports Owners Association (TSOA) was inaugurated by the then Standard Triumph International Company for the growing number of American owners of the successful TR sports car range. Throughout the 1950's and 1960's various local branches were set up throughout the U.K. these being run on an autonomous basis, having their own membership fee and volunteer committee, but receiving support from the the factory.

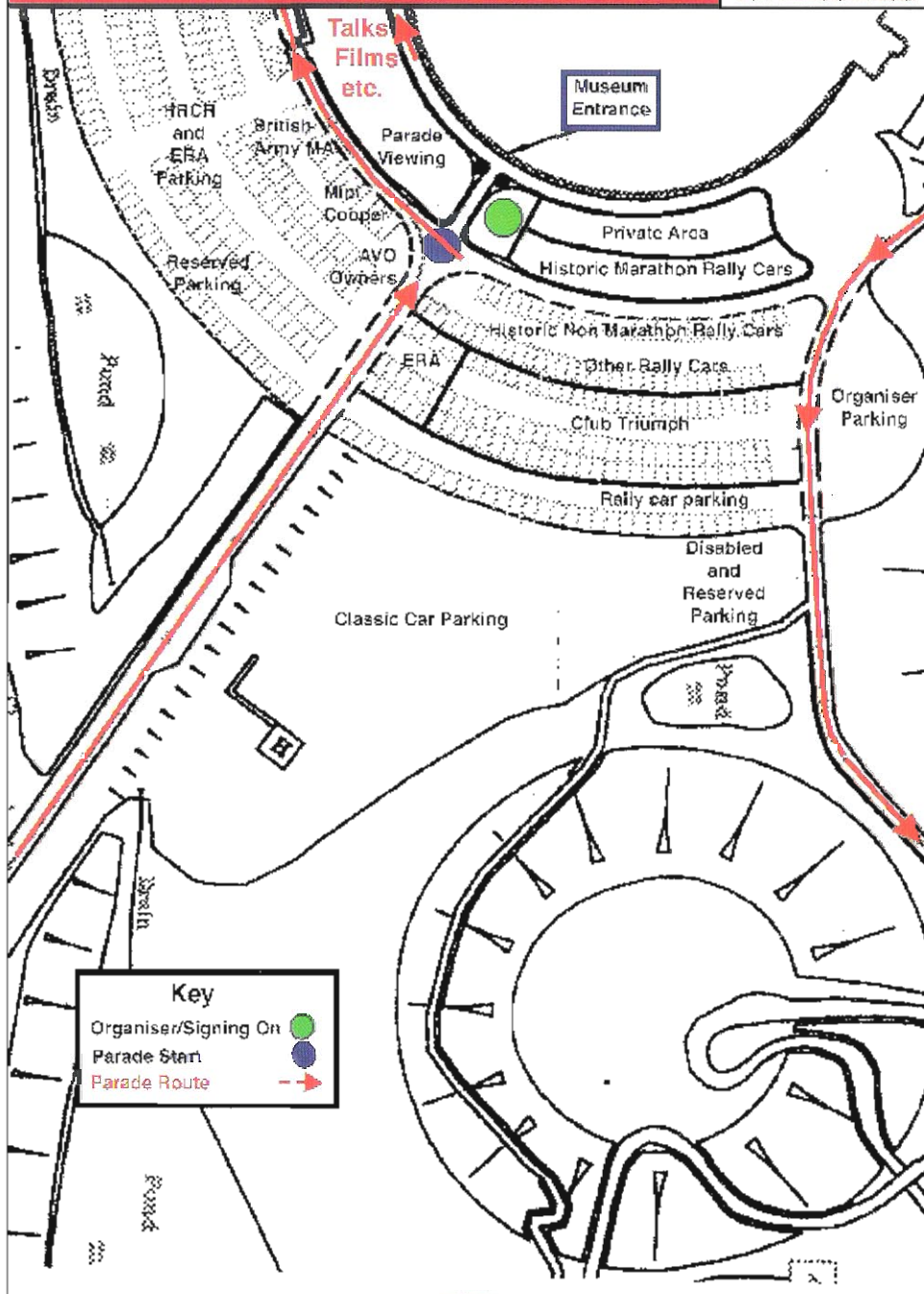
Due to reorganisation within BL, formal involvement in the Club came to an end in 1977, although limited assistance continued until the early 1980s. After a period of change through the late 1980s, 'Club Triumph' as we know it today was formed in 1994 by the old North London Group (the largest, formed back in 1961).

Club Triumph welcomes owners of all models of Triumph, from the ever popular TR series, through the Herald & Spitfire derivatives, large and small saloons to the flagship Stag. With over twenty regional groups holding regular meetings and a packed calendar of social and sporting events, no wonder it calls itself 'The Club that Does'.

An superb full colour A4 Club magazine 'Club Torque' is published every other month, and a choice of competitive insurance schemes and supplier discounts are available to members, along with very active web-forum and facebook pages.

Visit www.club.triumph.org.uk for further information and membership details.

Show Layout Plan



Event Timetable

*Interviews, films, displays of models and memorabilia are in the **Seminar Room** - reached via the main Conference Centre entrance at the rear of the building

- 10.00 Gates open to visitors
- 10.30 Stuart Turner formally opens the show.
- 11.00 Graham Robson **Interview*** with Robert Connor: The 1968 London-Sydney Marathon and Robert's forthcoming book about the event.
- 12.00 **Parade** of Historic Marathon cars around museum and Perimeter road.
- 1.30 Graham Robson **Interview*** 'The Ladies view' with key female drivers/navigators from the big events.
- 2.30 **Parade** of Historic Rally cars around museum and Perimeter road
- 3.30 Graham Robson **Interview*** 'Event Comparisons' with key organisers & competitors; Jim Gavin, Mike Wood and others
- 4.15 Formal closing of the show by Ted Taylor Includes tribute to Memory of Philip Young

A variety of films covering the events being celebrated will be showing in the Seminar Room throughout the day

NB: All timings are provisional and subject to change.

Revisions will be posted at the Seminar Room and at the organiser's Marquee



The Historic Rally Car Register has been at the heart of the Historic Rally Scene for over 30 years. Founded in 1984 it was the first organisation of its kind and is now the largest. Originally formed by a group of enthusiasts as a way of documenting original "Works" rally cars, such was the interest that soon a whole new genre of events was created to re-live the "golden age" of rallying. And so historic rallying was born.

31 years on and the Historic Rally Car Register, with its President Paddy Hopkirk is **THE CLUB** to join for anyone with an interest in Historic Rallying ~ the branch of Motor Sport dedicated to the types of car that were rallied from the 1950's to the 1980's.

HRCR Members can be found supporting all forms of historic rallying in Britain and abroad, as driver's, navigators, organisers, marshals and spectators. From the Welsh lanes and Yorkshire forests to the famous passes of the Alpes.

As "the Home of Historic Rallying" the Historic Rally Car Register is where the classic rally community gathers and shares its passion ~ why not join in part of the action from

Scenic Tours

Historic Road Rallying

Speed Series

Old Stager Historic Rally Championship

Premier Rally Championship

Find out more from one of the HRCR 5 ways to go Historic Rallying with the HRCR brochures available at this event

You can follow HRCR activities on our web page at www.hrcr.co.uk. On Facebook at [facebook.com/theHRCR](https://www.facebook.com/theHRCR)

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Or Join as member to receive the only magazine dedicated exclusively to Historic Rallying.

To do this go in line at www.hrcr.co.uk and follow the membership links or fill in the application form on the rear cover of 5 Ways to go Historic Rallying with the HRCR



The Cars

We are delighted to have been able to bring together such a significant number of historically important vehicles. The organisers extend their thanks and gratitude to the owners and drivers for their dedication in preserving our rallying heritage and for bringing them here today for us all to enjoy.

Historic Marathon Rally Cars

XJB 303H	Triumph 2.5 Pi	WCR '70 Evan Green
XJB 304H	Triumph 2,5Pi	WCR '70 Andrew Cowan
PRW 80R	Triumph 2.5 Pi	Safari Rally KNW 798 1972 Brian Culcheth
SMO 227G	Austin 1800	L-S '68 Evan Green & World Cup 1970
SMO 223G	Morris 1800	L-S '68 survey car Culcheth & Liddon
VLT 1G	Austin 1800	L-S '68, Welsh 69, WCR 70 David Franks
NKG 777G	Austin 1800	L-S '68 Monte 69 Welsh 69
VLM 128G	Austin 1800	L-S '68 Hans Hamilton
DBC 33K	Austin 1800	WCR '70 Viscount Errington DNS
NAM 616G	Morris 1800	L-S '68 Monte, Maroque '69 WCR '70
UDM 999G	Morris 1800	L-S '68 Berwyn Williams
NOB 284F	Morris 1800	WCR '70 The Beauty Box.
MTB 150G	Morris 1800	L-S '68 WCR 70 with Bob Eaves
MCE 7G	Austin Maxi	WCR '70 Marshall's of Cambridge
OBL 45F	Mini Cooper	Works Recce car on 1970 World Cup Rally
GUX 40H	Ford Capri	WCR '70 Brian Peacock
GEJ 116F	Hillman Hunter	WCR '70 Washington James
VAD 30H	Trident	Christopher Marriott W/C 1970
RGB 195G	Rover PB6	WCR '74 Gary Whitcombe
926VVB	Magenta	L-S '77 Phillip Young
MKV 15F	Hillman Hunter	L-S '68 Replica of winning car approved AC
HMD 534F	MGB	L-S '68 Jean Denton, Tom Boyce

Historic Non Marathon Rally Cars

WRX 902H	Triumph 2.5Pi	Prototype WCR car. Scottish '70 1st Culcheth
7742 KV	Hillman Imp	Ex Works Tulip Rally 1965 2nd
FHP 933C	Triumph 2000	RAC Rally '67
4VC	Triumph TR4	Spa Sofia Liege '64 Brian Culcheth
UYH 863S	Triumph TR7V8	T Pond / F Gallagher Manx '80 1st
	Triumph Herald	1961 car rallied in Finland
PVX 445M	Ford Escort	Tour of Britain Ex Roger Clark
977 ARX	Mini Cooper	'62 RAC 5th '63 Monte 3rd Alpine DNF Aaltonen etc. 60 rallies in total
540 TDV	Mini Cooper	Euro Rallycross Jeff Williamson '87 IOM classic 2nd Eight port engine.
7855 GX 76	Alpine Renault	1973 RAC Rally C'ship Pat Moss
OBPI37E	Alpine Renault	Lightweight. Extensive Rally European history. Rallies des Alpes Hist. '01'02'03 etc.
SOE 8M	Dolomite Sprint	Ex Works. Scottish '75 Culcheth/Syer,
HDU 901L	Hillman Avenger	Colin Malkin, also J Pat won NI C'ship '75
	Merc 450SLC	1976 RAC Tony Fowkes/Nicky Porter
P246 WFH	Mini Cooper	Last works car. Nurburgring: 24 Class 1st and 6 Class 2nd. '96. Monte '97 class best Int. finisher

Other historic cars

E651 BJN	Metro 6R4	"Jumping" Jeff Williamson
	Mini Mk1	Built by Fred Game for CCC Mag.
OKU 496A	Fiat 1500	Abarth mods. Rallied In Italy Coppa di Etna, Rallye di Castellammare etc

Endurance Rally Association cars

GPX 29N	Austin 1800	Peking Paris '97, Trial to the Nile etc.
	Merc 220SEb	'88 Pirelli, Monte Challenges. Nicky Porter
449 URX	VW 1200 Beetle	Peking/Paris. Matt Keeler

Endurance Rally Association cars

NRA 802M	Rover 2000	Pirelli 1989 Rover 2000 Brian Williams
	Land Rover	London-Athens WCR2002, London -Tunisia
X202FEV	Mk I Ford Focus	London to the Sahara WCR 2001
	1938 SS Jaguar	Peking - Paris 2007, Classic Marathons, Flying Scotsman, The Nile Trial
	Austin Maestro	London-Cape Town 2012. Philip Young
	1937 Chevy	Fangio Coupe 2013 Peking to Paris winner

Other Marathon cars

RLX 624E	Lotus Cortina	1993 London Sydney
BYL 618	Buckler Mk5	1986 FIVA rally South Africa
Q290 HBV	Mini	1995 Network Q, 2000 East African Safari

Other cars

	Cortina Mk1	East African Safari Replica
KTL 590	Ford Popular	Tulip Rally Replica Ken Wharton
UWP 401	VW Beetle	Bob Beals RAC Historic Rally Champ.
	'64 Mini Cooper	Lombard Revival etc
	VDP Princess	1968 replica service barge

Cars in the Museum

2754 DK (SJB 471)	Austin Healey	Ex Works Morley Brothers. Himalayan Rally Philip Young
SJW 540S	TR7	Ypres 24 1st Manx 1st. etc T.Pond. G.Elsmore
XMO 412H	Austin Maxi	WCR '70 Prince Michael, Gavin Thompson, Nigel Clarkson
AJB 44B	Mini	Monte '65 1st Makinen. 64 Alpine/TDF/RAC
NUB 120	Jaguar XK120	Tulip, Alpine, RAC Ian Appleyard
	Metro 6R4	Computervision
VXC 868K	Range Rover	Alaska - Cape Horn (Darrian Gap) 1971/72
A11194N	Austin A90	Richard Pape Cape Cold to Cape Hot '55

London to Sydney Marathon MGB – Jean Denton & Tom Boyce 1968

It's amazing what a simple phone call can lead to. The call in question came from a scrap dealer in Southampton to the MG Car Club in Abingdon to say that he had pulled an MGB out of a garage where it had been stored for a number of years. In his view it was an interesting car as it had some odd modifications and would we be interested in taking a look at it. This information was passed to John Watson, Chairman of the MGB Register, who rang the scrap yard owner Arron Cohen to find out more information. John realised that the car was worthy of further inspection particularly when he was told that it had a plaque on the modified dash board stating that it was a finisher in the London to Sydney Marathon Rally in 1968! Lots of you I am sure will recall this event, which was sponsored in the summer of 1967 by the Daily Express as a way of maintaining a high for the UK population after the great success in winning the Football World Cup in 1966. It was an event that truly captured the imagination of loads of people particularly when the world's major car manufactures got behind it by entering works teams. There were also lots of private entries, one of which was an MGB driven by Jean Denton, later to become Baroness Denton who went on to serve as a minister in John Major's Government and her co-driver Tom Boyce. They finished the rally in 43rd place and achieved the distinction of being the only sports car to finish. Proving what a tough car the early 60s MGB was. Had we found this car?



John rang me and asked if I would like to accompany him when he went down to inspect it. I must say it looked very sad among a group of more modern cars destined for the crusher. It did not take long to confirm that the MGB was the actual car that was used in the rally.

It had a number of very obvious modifications that clearly pointed to its heritage. The enormous additional fuel tank located in the boot with the quick fill fuel cap and the bracket on the boot to hold a spare wheel, there was also an aluminium bonnet with some rather crude louvering to increase the cooling. There was also evidence of additional protection under the car to stop damage on the rough roads. However, the floors were rusted through and the sills were in poor condition along with lots of damage to other panels, so much restoration work will be required. Once convinced of its authenticity it was time to negotiate a price.



www.mgcc.co.uk

With the price agreed, a call was made to John Yea, the MD of British Motor Heritage, the company that builds the MGB body shells. He was impressed by the plan and offered to supply all the body panels required for the rebuild, a wonderful gesture. The next stage is to research the history and try to fill in some of the gaps; so far we know that the car was sold shortly after it returned from Australia in 1970 to finance a racing project for Jean. The car was on the road until 1993 according to the DVLA, when it was no longer taxed. Who owned it, where was it located, how come it was abandoned. Can you fill in the blanks for us? We would love to know.

The car will be closely inspected to enable a detailed plan to be made in order to return the car back to a usable condition; it's not the intention to totally restore it, as its felt that this would destroy the fascinating story of an interesting car. We have obtained support from Moss Europe for spare parts, and engine builder, Malcolm Sayers, has volunteered to rebuild the engine. Part of the plan is to involve the restoration apprentices based at the Bicester Motor Sports Centre, who are very enthusiastic to support the project.

We have managed to locate Tom Boyce, who was the original builder of the car, and also accompanied Jean on the event. He is in his mid-eighties and when we met up with him was able to fill in many of the fascinating details of the car when it was built by him and Jean's husband in a lock up. One simple phone call started this adventure; should you have any information or pictures of the car, please get in touch we would love to fill in the blanks. [Roger Boys](mailto:Roger_Boys)

rogervew91@gmail.com



PHILIP YOUNG, FOUNDER AND RALLY DIRECTOR
21.9.1948 - 11.03.2015

"The greatest pleasure in life is doing what people say you cannot do"
Walter Bagehot

When it came to historic rallying, Philip Young did what others said could not be done. A border that had never been crossed; a road that had been never travelled; a distance so great it would take both the car and crew to the limit. These weren't restrictions for Philip. They were challenges, motoring gauntlets that he picked up and ran with, taking many others with him.

His passion for the sport started, as a boy with rally greats such as Pat Moss and Peter Harper bring their works cars to his father's garage. In 1968, a 20-year-old Philip stood on Westminster Bridge to watch the start of the London to Sydney Marathon. By the next one in 1977, Philip was on the start line in an MG Magenta he had built himself, which joins us today. He went on to compete in the 1980 Himalayan Rally and a Paris Dakar with his long-standing friend, Chris Bruce.

As a successful journalist, Philip launched *Sporting Cars* magazine, and realising there were no organisations or clubs for historic rally enthusiasts, set up the Historic Rally Car Register in the early 1980s.

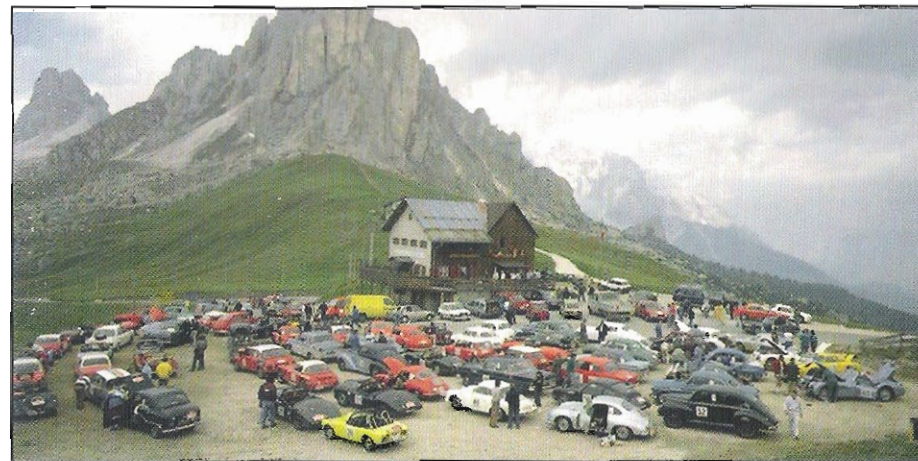


Philip began by cajoling rally organisers to add a separate class for historic before the first dedicated HRCR rally through the military bases in South Brecon.

Inspired by a Sunbeam Tiger owner planning to take his car over the Alps, Philip put together the bare bones of what would become the inaugural 1988 Pirelli Classic Marathon, the first international event for classic cars. The Lord Mayor of London flagged off the 100 crews from Tower Bridge, which Philip had managed to close for the occasion. The event, which ran to Cortina in Italy before returning to London's Pall Mall, was broadcast by the BBC to an audience of over six million viewers.

The success of this first outing inspired another four years of sponsorship and attracted big names to the entry list such as Sir Stirling Moss, Paddy Hopkirk, John Sprinzel and Roger Clark.

The Endurance Rally Association was founded by Philip to handle the Pirelli Classic Marathon as momentum grew. More events followed including the longest-ever rally organised, the Around the World in 80 Days, held to mark the Millennium in 2000.



Perhaps Philip's greatest achievement however came in 1997 when he revived the Peking to Paris Motor Challenge, regarded as the most epic motoring adventure possible. Crossing a largely unknown part of China, this was truly a pioneering event, and through intense diplomacy, Philip made it possible for the route to cross from Tibet and into Nepal over the border at the once closed Friendship Bridge, which remains open to this day. The sixth Peking to Paris, with 110 entrants, will take place in 2016. His legacy continues...





The Endurance Rally Association
Home of the Peking to Paris Rally

Sponsors of the



The Endurance Rally Association

Philip Young's *Pirelli Classic Marathon*, starting from London's Tower Bridge in 1988, was the founding stone of the historic rally scene today. But it was his epic *1997 Peking to Paris* that was the first to really push the boundaries of what the camaraderie of a group of drivers, navigators and organisers could achieve with an eclectic mix of well prepared classic and vintage cars.

Philip tragically died following an accident on *The 2015 Road to Mandalay*, but his legacy continues in the Endurance Rally Association - a team that has organised 70 major rallies, through more than 50 countries. Our events are open to newcomers and experienced crews who benefit from well-researched routes and full backup throughout their time on the road to adventure.



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Life with a Marathon car

Ken Green

I have owned two Austin 1800's that did the 1968, London Sydney Marathon, is quite an interesting experience, but not for the reasons that may first come to mind. You have to be a cross between Indiana Jones, Hercule Poirot, and Stirling Moss to get the most out of them !

First you have to find a car, this is where Indiana Jones comes in, they very rarely come on the market, so you have to search for them and be in the right place at the right time. One was found in a field in Scotland where it had languished for 30 years, One in a lockup in Bradford, another in a field by the M25. Then you have to become Poirot and use your little grey cells to research the history of the car, this means searching books, old films looking at other similar cars to get to find out what was the specification of the car in 1968, for you can bet your bottom dollar it will have been modified.



I was lucky in that my car VLT 1G had been well documented and film and photos of the car still existed but it took years to track them down.

Next you have to find all the correct parts and that is a minefield, my car as well as bits from the basic 1800 has parts from a Hillman Imp, a MGB, Mini Cooper and a Ford Escort.

Many parts were rusted, bent, worn out or like the 26 gallon fuel tank were made specially for the Marathon cars. There are still some parts that I have no idea what car they come off. Driving the car is great fun but the Stirling Moss part is you have to be very aware you are driving a unique piece of motoring history and have eyes in the back of your head so when rubberneckerers on the motorway pay more attention to your car than their driving and slowly drift over towards you, avoiding action can be taken, I have nearly been on the hard shoulder a couple of times !

But overall its great fun, very rewarding and a privilege to drive slice of motoring history. I have met some wonderful people including competitors from the London Sydney and I have had over 10,000 miles of pleasure driving a marathon car.



FINISH

Thanks

We are very grateful to the following for providing financial and other support to this event.

Primary Sponsor	Philip Young And the Endurance Rally Association, Wantage, Oxfordshire
Insurance	Peter James Insurance, Oldbury, West Midlands
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Marshalls	Club Triumph
Promotional	Andrea Seed, Poppyseed Media www.poppyseedmedia.co.uk

We would like to acknowledge the considerable support that Club Triumph have given in the organisation and running of this event – without the help of their members the event would not have been possible.



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