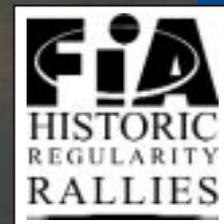




the
viking classic

8th to 14th September 2007





The 19th Classic Marathon to Norway

Beautiful and brutal; hospitable and hostile; majestic and mysterious.

No adjective can describe this magnificent landscape of great contrasts. No guidebook can begin to do justice to the breathtaking scenery. No words can prepare you for the reality of this vast country.

Except maybe - unforgettable.

Certainly that was the opinion of you all after we took the Classic Marathon to Norway for the first time in 2004. It was also the opinion of the judges who awarded it the accolade of "International Road Rally of the Year" - the first British event ever to gain this prestigious award. And we loved it so much that we have no hesitation in returning to explore even more of this wonderful country with you.

So, join us in September for the drive of your life. If you don't you will regret it. If you do then you'll never forget it...



What cars are eligible?

All cars manufactured prior to 1981 are eligible to enter but cars of a type first built after 1968 will be eligible for a separate award structure. We would expect most cars to be from the fifties and sixties, cars of a pre war design can either opt to go in for the main awards or for a special pre war category with it's own time schedule and awards structure. All cars should have a recognised Vehicle Identity Document, issued by either the FIA or FIVA.

Do I need a Competition Licence?

It is not compulsory to have a competition licence. However, if you don't have one you will need to apply for a Regularity Rally Driving Permit - you can do this via the Entry Form.

How difficult is the event?

On most CRA events we now have two different route categories. The Masters Category is aimed at the more experienced competitor and will have some sections that are of a particular challenge to both driver and co-driver. The next level is the Clubmans and this is aimed at the less experienced crews who want to take part in an International rally. Most of the route will be similar to the Masters but the time schedule will be a little easier.

What Happens if I Breakdown?

We have the most experienced sweep crew in the business, Peter Banham, Betty Banham and Andy Inskip form an unbeatable team and have fulfilled this role on a vast number of classic events. During this time they have built up an incredible knowledge base of the most common failings on a broad range of classic cars. However, they are no substitute for good vehicle preparation but, in the event of a breakdown, they will do their very best to get you fixed or at least get you somewhere where more assistance can be found.

Accommodation and Dining

Included within the entry fee is accommodation in a twin room for the duration of the event (seven nights). This package also includes breakfast, lunch and evening meals with wine on most days. We try to use the best available hotels in the areas that we are passing through but as sometimes we go to rural areas the standard of hotels will vary. Upgrades to single rooms are available for the payment of a supplement to reflect the additional cost. In some cases we have to use more than one hotel, rooms are allocated in the order we receive your deposits so the earlier you enter the more likely you are to be in the HQ Hotel.

Insurance

Most classic car policies can be extended to include participation in this type of event - but ask in advance so that there is time to resolve any queries that may arise. The main thing to stress to your insurance company is that it is a Regularity Rally.

Training Days

Before most events we hold a Training Day, these days are led by experienced co-driver Willy Cave and are very much taught from how a competitor sees the event rather than the organiser. The competitors who attended these days have often picked up awards on subsequent events, attendance is not restricted to beginners and people who have already competed still find the day of value. The Training Days are held in central locations - If you are interested in joining on one of these days please let us know and we will schedule the training accordingly.

Can Friends and Family Join Me?

Although we do not actively encourage people to follow you around this is possible. All we would ask is that your friends avoid the regularity sections and that they do not act as a service crew - our regulations forbid this. A special "friends" package covering hotels and meals is available on request.

Getting there

Norway might seem a long way away but in reality you could drive all the way there via the new bridge from Denmark to Sweden.

However, we expect most of you (European mainland competitors apart) to join us on the leisurely and sociable overnight cruise from Newcastle upon Tyne to Stavanger. After breakfast go on deck and watch as the ship closes on the spectacular west coast of Norway. A great way to start a memorable week.

For those of you who wish to have their cars transported to and from the event there are airports at both Stavanger and Bergen which is close to the finish in Balestrand.



ROUTE NOTES

Friday 7 September Scrutineering & Pre-start

Following our last Marathon to this area there was a general consensus that you would prefer to have all the rallying in Norway so this year's event takes that into account. The UK starters will be scrutineered before they catch the ferry from Newcastle on Friday morning and the European entrants will be scrutineered in Stavanger early on Saturday morning.

Saturday 8 September Leg 1: Stavanger - Telemark

The fortunes of Stavanger were founded on sardines. Now oil is king and huge drilling rigs surround you when the ferry finally slips into port on Saturday morning. But there will be little time to enjoy the delights of this 1000 year old city as you speed away from the start and into the dramatic fiord scenery of Rogaland.

Rogaland has the mildest climate in Norway, but its proximity to the Atlantic coast can sometimes mean the penalty of unexpected showers. Although the mountain roads of Norway are not high by Alpine standards - 1200m or so - the latitude of the country means that, as the route climbs away from the coast and into Vest-Agder, these showers could well turn into snow....

These wild Norwegian uplands are magnificent, the few, lonely roads winding their way between thousands of lakes - large and small. On the east side of the range the green finger of the Setesdal penetrates deep into the mountains and provides a pleasant run north east towards Dalen and the southern slopes of the Hardangervidda - a vast barren plateau stretching north into Telemark. You can all be heroes tonight!

Sunday 9 September Leg 2: Telemark - Lillehammer

Once across the Hardangervidda, the scenery changes into the more forested, rolling mountains of the Buskerud region. This benign landscape encourages a larger population (by Norwegian standards!) and therefore a greater number of roads. However, don't think this means more traffic - you will be surprised at just how empty the Norwegian roads are. With just four and half million people in a country so big that it is the same distance from Oslo to the North Cape as it is from Oslo to Rome, Norway is never going to be crowded!

Finding the correct route through these forest roads will provide not just a tough challenge for the navigator, but a great drive for the driver as we continue north east through Noreasund and into Oppland.

Long narrow lakes penetrate these dark forests as we move ever closer to our overnight halt at the 1994 Winter Olympics town of Lillehammer. Here you will be only too glad to enjoy a relaxing dinner and drink with your fellow competitors before retiring, tired but exhilarated, after a challenging day.

Monday 10 September Leg 3: Lillehammer to Oppdal

The Gudbrandsdalen is the main communication corridor leading to the north of Norway. To the west lie the mountains of the Jotunheim - embracing some of the highest peaks in the country. To the east the forested hills of Hedmark extend to the Swedish border. The lanes either side of this broad valley connect scattered villages and ancient farmsteads. This is Peer Gynt country and you will be exploring it thoroughly today.

To the north of Otta the country becomes wilder as the route threads through the Rondane National park. One of the secret delights of driving in Norway is the amazing network of private toll roads that connect summer chalets in the mountains. These roads are open to the public for a small charge and yet most tourists do not even know of their existence. One such route leads across the wild uplands of the Dovrefjell - you will be driving many more before the week is out.

By the time you reach the overnight halt at Oppdal you will be on the same latitude as the southern tip of Iceland and the glaciers of Greenland - so it may be a bit chilly overnight!

Tuesday 11 September Leg 4: Oppdal to Geiranger

North of Oppdal more toll roads lead to the tiny village of Å, which boasts the shortest name in the world. Å is virtually at the northern end of our route.

The country roads of More Og Romsdal lead us west to the Surnadalsfjorden before we turn south to cross the Stangvikfjorden on one of the hundreds of ferries that ply the deep waters of these fiords to provide a vital lifeline for these isolated communities.

South of Sunndalsora an amazing toll road traverses a high plateau of barren rock and rushing waterfalls. At the end comes a real surprise - a spiral rock tunnel down through the mountain to Eikesdalen and a glorious drive along the edge of a long, peak rimmed lake.

A long run around the coast of the aptly named Langfjorden brings you to the little town of Andalsnes and the climb of the Trollstigen (Staircase of the Trolls). This is the Norwegian version of the Stelvio and whilst it might not have as many hairpins as its Italian counterpart, it can boast a waterfall!

A further ferry crossing of the Nordalsfjorden brings the day to a close before a short run on the Eagles Road to the overnight halt at Geiranger, surely one of the most spectacularly located villages in Norway.

Wednesday 12 September Leg 5: Geiranger to Fagernes

There is only one other way out of Geiranger and that is up - a relentless climb from sea level to the ice fringed lake of Djupsvatnet, where a dirt road takes you to the very peak of Dalsnibba with vertiginous views to Geiranger 1500m below.

A fast road then leads east across the mountain plateau and into Breidal valley before turning back south west onto one of the most famous drives in Norway - the 1400m high Sognefjell road. To your right lie the glaciers of Luster and Breheimen whilst to your left is the Jotunheiman National Park crowned by the two highest peaks in Norway, Galdhopiggen and Glittertind

At the lonely hotel of Turtagro, a mountain toll road strikes due south across the wilderness. The roadside snow banks can be 3m high here in June, what they will be like in September is anyone's guess!

A dizzying descent into Ovre Ardal brings you back to sea level before another mountain climb takes you back up to Tyinkrysset and its roaring waterfall. A further climb over the Sletterfjell follows, before a maze of private toll roads in the Valdres region provides a final challenge before the overnight halt at Fagernes.

Thursday 13 September Leg 6: Fagernes to Balestrand

Turning west again we head, for the final time, into another complex of private mountain roads! If the weather is fine the views are magnificent, mountains and moorland as far as the eye can see.

A fast road leads deeper into the mountains, many of them penetrated by dark rock tunnels - the light at the end is a spectacular view as the road descends to the Aurladsfjorden. More long tunnels follow - in fact you spend more time underground than on the surface on this section. Next is the Stalheimskleive - thirteen hairpins in just 1.6km.

Turning north into Voss, crossing the final mountain range opens up a magnificent view of the Sognefjord, backed by the snow capped peaks of Sogne Og Fjordane. At their feet lies the tiny village of Balestrand, home to one of Norway's best loved hotels - Kviknes. With the world's longest (200km), and deepest, fiord right outside the dining room windows this amazing building - built in the 19th century "Dragon" style - provides a perfect base for your final two nights.

Friday 14th September Leg 7: Balestrand to Balestrand

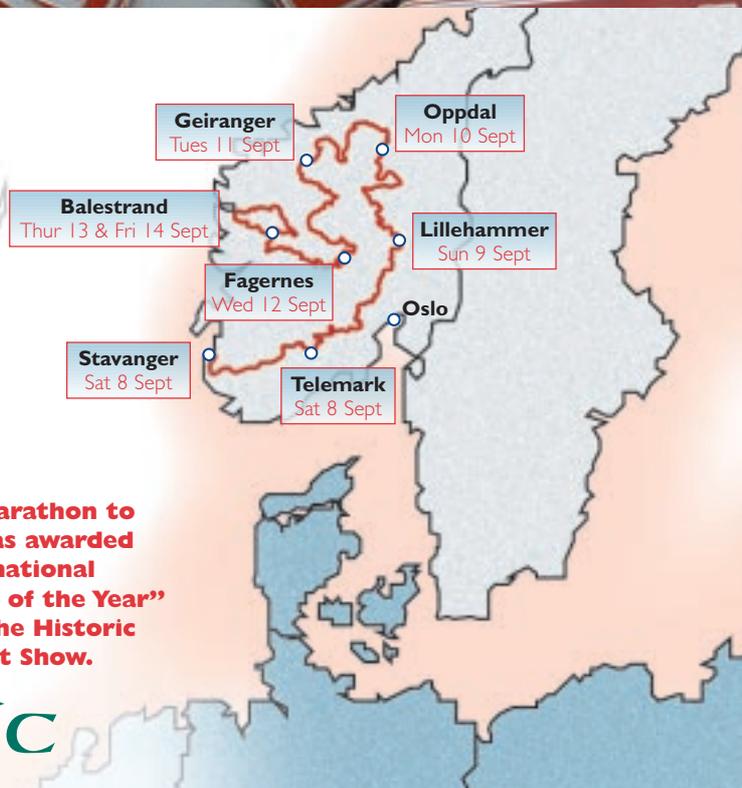
After a lazy breakfast, a short final loop of the surrounding mountains will keep you occupied before the finish back at Balestrand. And then, perhaps a celebratory drink on the waterside terrace before the evening's festivities begin.



The 19th Classic Marathon – is a FIA Regularity Rally and in 2007 will be a round of the FIA Historic Regularity Rally Championship as were the previous two Classic Marathons.



Our last Marathon to Norway was awarded the “International Road Rally of the Year” award at the Historic Motorsport Show.



the viking classic

8th to 14th September 2007



The Organising Team

Jeremy Dickson heads up the organising team, he has been involved in historic rallying for 23 years and has held senior positions on over 50 events since. Route Designers are the vastly experienced team of Keith Baud and Anthony Preston, Keith also writes a narrative that accompanies the route information. This narrative is unique amongst classic rallies and provides a historical and geographical background plus many little snippets that assist the navigator to find their way. Making sure the competition is fair is very important and in the lead role we have Colin Francis as Clerk of the Course, Colin has rallied all over the world and as well as his organising duties is an active competitor so is able to see things from both sides. Chris Bruce brings along his trusted computer to do all the calculations and when he is not busy calculating he can be found updating our Internet site with daily reports and results – the most recent addition to his talents is photography and his efforts are much appreciated by those left at home. Keeping all our officials under control is Chief Marshal - Lee Vincent, Lee also works in the rally office and on event will be found assisting Chris in the Results Office. Gerry Brown is Chief Scrutineer and has a vast amount of knowledge about what is allowed and what isn't so if in doubt ask before you buy / fit it! This team is completed by over twenty travelling marshals.

Route Notes

For the **Masters Category** we have a well developed system for our events. It uses a route note system that you plot onto your own maps to follow with additional information given regarding control locations, time allowances etc. This information, along with our Route Designers narrative route notes are sent out to you about three weeks before the event so you have plenty of time to absorb the information and plot the route. Where appropriate this information is supplemented by tulip diagrams to give you the route to your hotel or through an area where the mapping is not to a sufficient standard. For the **Clubmen Category** we provide a full tulip route book though entrants are encouraged to plot at least some sections of the route onto a map as it helps them to gain a better understanding of the event structure.

Restrictions are placed on the maps that may be used – this is to negate the advantages that can be gained by the utilisation of downloaded and specialist mapping. We consider that the skill should be in following the route on the ground not on who can do the best internet research/gain access to specialist mapping.

Classic Rally Association

PO Box 633 • Newport • NP20 5ZX • Great Britain
 Telephone: +44 (0)1633 263366 • Fax: +44 (0)1633 263399
 Email: mail@ClassicRally.org.uk
 www.ClassicRally.org.uk

supported by:

