



**14th to 20th June 2008**



# Celebrate 20 'Classic' years of rallying...

When the first **Pirelli Classic Marathon** was flagged away from London's Tower Bridge on a bright and sunny Sunday in June 1988, it was the start of something very special.



The ambitious plan was a drive across Europe to Cortina - the Jewel of the Dolomites - and all the way back again for a prize giving at the RAC Club in Pall Mall. As the promotional brochure at the time put it, "This event is rather unique - there is nothing as long, demanding or as challenging in the world calendar for classic cars". It was a plan that captured not only the imagination of countless enthusiasts, but also many of rallying's past heroes - Stirling Moss, Roger Clark, Timo Makinen, Paddy Hopkirk, Paul Easter and Willy Cave to name but a few were all keen to come out of retirement to relive former glories. The spirit of that memorable week - great driving experiences, breathtaking scenery and unforgettable moments - was

captured by a BBC documentary called "The Great Chase". Shown in over 70 different countries, this film helped put the world of classic rallying well and truly on the map.

Since then, the **Classic Marathon** has built upon the success of that pioneering first event and has given some 1600 crews over 50,000 km's of competitive motoring in 18 different countries. Throughout this period, the event has remained true to its original spirit, providing classic car enthusiasts with an unrivalled mix of varied driving challenges and superb hospitality combined with the camaraderie born from the spirit of competition. The event's enduring popularity and reputation was recognised in 2004 when the 16th **Classic Marathon** to Norway won the prestigious "International Road Rally of the Year" award.



Having explored the length and breadth of Europe and North Africa during the last two decades, it is only right that for its 20th Anniversary year, the **Classic Marathon** should return to its spiritual home in the Dolomites and revisit the famous passes that gave the event its place in history. With only 75 places available on the start list for this commemorative event, entries are likely to be at a premium so do not hesitate, get your entry in now to secure your chance to relive that original Marathon magic and celebrate 20 "Classic" years of rallying....





### **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. Pre war cars will have their own special class. 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 necessary to have a competition licence, if you don't have one you may apply for a Regularity Rally Permit which is issued by the event organisers and valid for this event only.

### **How difficult is the event?**

For this, the 20th anniversary marathon we will be returning to a tulip style route book for the majority of the route. This will be backed up with marked maps so those who prefer to use maps may do so. It is not our intention to make the event difficult – we are aware of just how hard it can be to maintain a 50 kph average in some older cars. There will be a strong emphasis on the social side of the event and visits to places of interest and regular refreshment breaks will be included.

### **What Happens if I Breakdown?**

As usual we will be ensuring that there are experienced mechanics available to assist should you breakdown. There will be at least two vehicles providing this service, in one will be Andy Inskip and in the other Bill Price. For those wondering where Peter and Betty Ann Banham are it's not that they have deserted us but they were one of the competing crews on the original 1988 Marathon so we thought they should also be competitors in 2008. I am sure at the end of each day though Peter will still be putting his overalls on and giving Andy and Bill a hand! The assistance we provide is 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 (eight nights). This package also includes breakfast, lunch and evening meals 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 – star rating are not always reliable! Upgrades to single rooms are available for the payment of a supplement to reflect the additional cost. In some cases we will have no option but to use more than one hotel, hotels are filled in the order which we receive your deposits so the earlier you enter the more likely you are to be in the HQ Hotel. If you would like to compete but are looking to economise we are quite happy to discuss with you an entry fee excluding the accommodation and evening meals. Early Marathon's even saw some competitors taking a tent with them, you may not want to economise that much and in most places we go you should be able to find perfectly acceptable accommodation at reasonable prices.



### **Insurance**

Most classic car policies can be extended to include participation in this type of event – the main thing is to 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. If you have any difficulties please contact us and we will do our best to direct you towards companies that will cover regularity rallies – often this can only be done as part of an annual policy so it will be worth checking when you renew whether your company does offer regularity rally cover.

### **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 require that all work on the competing car must either be carried out by the competitor themselves, our sweep crew or in an emergency a local garage may be used. A special "friends" package covering hotels and meals is available on request.



# ROUTE NOTES

## Day 1: Saturday Ypres (B) to Ypres (B)

What better place to start than the historic town of Ypres, home of the legendary 24 Heures d'Ypres Rally. Situated just a stone's throw from the Channel crossings, Ypres is also handy for our friends in mainland Europe.

After the formalities of scrutineering and documentation, there will be a grand send off from the town's historic Market Square for an afternoon prologue with action commencing close to the village of Boezinge, home to the Historic arm of AC Targa Florio (Belgium's oldest motor club) and our hosts for the day.

Other highlights of the afternoon include a visit to an amazing "old timer" motor museum, an exciting special test right round the village square in Watou, and challenging regularities in the maze of lanes around Westouter and Kemmel, names steeped with 24 Heures d'Ypres Rally history.

In the evening, you will have the opportunity to experience the playing of the "Last Post" at the Menin Gate before enjoying the atmosphere of Ypres Market Square at one of the many pavement bars - with a backdrop of resting rally cars ready for battle the next morning! Another Classic Marathon has started..

## Day 2: Sunday Ypres (B) to Luxembourg (L)

Leaving Ypres, we run out into the poppy fields of the Flanders region for further competitive driving tests and scenic regularities before beginning our journey south towards the Alps.

After lunch, we skirt the main conurbations of central Belgium and head towards the Ardennes. The network of twisty roads through these densely forested hills have always been popular with Classic Marathon crews and will no doubt play their part in shaping the early leader board as we arrive at our hotel, close to Luxembourg City for a well earned night's rest.

## Day 3: Monday Luxembourg (L) to Mulhouse (F)

This will be a more relaxed day as we head south out of Luxembourg and cross the rolling plains of the Lorraine region to reach the pine forested slopes of the Vosges by late morning.

We spend the rest of the day motoring through these mountains, which have long been a favourite area for rallyists as they combine stunning views with a network of sinuous roads that are a real driver's treat. After arriving in Mulhouse in the late afternoon, the day is rounded off with a superb group dinner among the Bugattis of the town's famous Schlumpf Museum.



## Day 4: Tuesday Mulhouse (F) to Bormio (I)

From Mulhouse, we quickly cross the Swiss border and enter new territory for the Classic Marathon. You will soon be tackling little known Cols, which not only offer great rallying, but also the first dramatic panoramas of snowy Alpine peaks. Soon you will be amongst them, climbing to over 2000 metres - high above the snowline - to cross some of the major passes of eastern Switzerland.

It will be late afternoon before you descend from those idyllic mountain surroundings to the charming medieval town of Bormio. However, the day's excitement will not be over just yet - as the highlight of the day will be an early evening "Stelvio Loop", which will see us storming the legendary 48 hairpin climb against a backdrop of mountains basking in the fiery red glow of the setting sun... Magic!

## Day 5: Wednesday Bormio (I) to Merano (I)

After the exertions of the previous day, we enjoy a slightly later start before resuming our determined attack on the mountains, starting with the mighty Gavia - another of the most hallowed passes in rallying for over half a century...

We have explored this area for nearly 20 years, but are still surprised to find fresh challenges for you to enjoy - super roads we never even knew existed! However, the traditionalists among you need not worry, as we have also included some of the famous old haunts that have held such a formidable reputation amongst rallymen.

After an unforgettable day's motoring you will arrive - weary - in the traditional Marathon watering hole of Merano and a chance to unwind at a superb new hotel right in the centre of town.



*All information is correct at time of going to press (Dec 07) but changes may be made. The programme for the event will be included in the Event Regulations.*





### Day 6: Thursday Merano (I) to Cortina (I)

Leaving Merano, we head east into the heart of the Dolomites. Back in the golden age of rallying, passes like the Brocon, Duran, Pordoi and Sella were little more than dusty goat tracks that struck fear into the hearts of even the most experienced rally crews. Whilst age has mellowed these roads, they still present a stiff challenge for classic cars.

Finally, you will reach Cortina d'Ampezzo - your ultimate goal. Just like in the early Classic Marathons, we are arranging for the cars to be parked overnight along Cortina's main street - the Corso Italia - whilst we retire to our hotels after another memorable day's rallying.

### Day 7: Friday Cortina (I) to Cortina (I)

A final morning's circuit of the Dolomites should provide a fitting finale to this 20th Anniversary Classic Marathon before crews return to Cortina for the grand finish among the cheering crowds on the Corso Italia.

Having tackled over 50,000 corners and conquered countless passes during the week, no doubt there will be many a story to be shared over a celebratory drink in Cortina's many bars and cafes where we all first made friends back in 1988. No doubt the party will continue well into the night...

All information is correct at time of going to press (Jan 08) but changes may be made. The programme for the event will be included in the Event Regulations.



## Previous Classic Marathon Winners

|      |  |                        |
|------|--|------------------------|
| 1988 | John Atkins / Rob Lyall                | AC Cobra               |
| 1989 | Henry Pearman / Gordon Cruickshank     | Jaguar E Type          |
| 1990 | Paddy Hopkirk / Alec Poole             | Mini Cooper S          |
| 1991 | Ronnie McCartney / Beatty Crawford     | Mini Cooper S          |
| 1992 | Ron Gammons / Paul Easter              | MGB                    |
| 1993 | Ignacio Sunundegui / David Nicholson   | Ford Lotus Cortina     |
| 1994 | Jonathan Everard / Ian Bond            | Austin-Healey 3000     |
| 1995 | Michel van Eesbeck / Brian Johnson     | Austin-Healey Sprite   |
| 1996 | Ignacio Sunundegui / Colin Francis OBE | Mini Cooper S          |
| 1998 | John Buffum / Neil Wilson              | Porsche 356C           |
| 1999 | Henk Touw / Jan Berkhof                | Porsche 356B           |
| 2000 | Andrew Actman / Robert Ellis           | MG Midget              |
| 2001 | Paul Carter / Heather Milne-Taylor     | Bentley Tourer Le Mans |
| 2002 | Jan Ebus / Lester van der Zalm         | Mercedes-Benz 300SL    |
| 2003 | Henk Touw / Bennie Roetgerink          | Porsche 356C           |
| 2004 | Bert Dolk / Jan Berkhof                | Volvo 122S             |
| 2005 | Andrew Newman / Mike Hope              | Ford Lotus Cortina     |
| 2006 | Jayne Wignall / Kevin Savage           | Sunbeam Tiger          |
| 2007 | Andrew Newman / Mike Hope              | Ford Lotus Cortina     |



Further results from all our events can be seen on our website in the comprehensive, searchable results archive.



The **20th Classic Marathon** – is a FIA Regularity Rally and in 2008 will once again be a round of the prestigious FIA Historic Regularity Rally Championship. We have been a round of the Championship since its inception. If you are a novice though don't let this put off – however it does guarantee that you are entering an event that has formal international recognition – not many European events can claim this and many are run as tours and if they then involve competition you may well find yourself in trouble if the local police become involved.



### 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. Jeremy's international organising debut was on the first **Classic Marathon** in 1988 when he was the Chief Marshal. Route design is the responsibility of Anthony Preston with George Mullins and Chris Bruce contributing their knowledge of Belgium and the Italian Alps. Classic Rally Association events are quite unique with their narrative that accompanies the route information. This narrative 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 Bob Rutherford as Clerk of the Course, Bob has also been Clerk of the Course on the Winter Challenge, he is an active competitor as well 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 – 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 the event will be found assisting Chris in the Results Office. This team is completed by over twenty travelling marshals.



### 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](mailto:mail@ClassicRally.org.uk)  
[www.ClassicRally.org.uk](http://www.ClassicRally.org.uk)

supported by:

