

J. G. Gorton

The Prime Minister, Mr. J. G. Gorton

ENGLAND TO AUSTRALIA — a 13,000 mile route through countries of varying people, terrain and climate — has long presented a challenge to the adventurous.

Many Australians will remember—the Centenary Air Race in 1934, won by Scott and Black, in what seemed then the incredible time of 71 hours.

This year sees the first England to Australia car Marathon sponsored by the London Daily Express and the Sydney Daily Telegraph.

The Marathon, which has attracted entries from 14 different countries, will be the most exacting test of endurance for automobiles and drivers ever staged.

It is a matter of particular satisfaction to me that 18 of the 100 cars in the Marathon will be crewed by Australians and several of the vehicles taking part will be wholly Australian made. Organisation of this Marathon has involved more than a year's work, and those responsible have covered tens of thousands of miles arranging facilities with the governments and automobile associations of a dozen different countries.

I would like to congratulate Sir Max Aitken of the Daily Express and Sir Frank Packer of the Sydney Daily Telegraph, on the whole concept of the Marathon, and I wish it every success.



Max Aitken

**Sir Max Aitken, Bart, D.S.O., D.F.C.,
Chairman, Beaverbrook Newspapers Ltd.**

THE DAILY EXPRESS is proud to announce the London-Sydney Marathon and to sponsor the greatest motoring event of modern times. The London-Sydney Marathon will follow a 10,000 mile route across the world presenting an exceptional challenge to the endurance and reliability of both men and machines under truly competitive conditions.

I am most happy to welcome the Sydney Daily Telegraph as the co-sponsor of an event that, I am confident, will fire the imagination of the world.



Frank Packer

**Sir Frank Packer, Chairman and Managing
Director, Australian Consolidated Press Ltd.**

THE DAILY TELEGRAPH is delighted to be associated with the London Daily Express in the organising of the London-Sydney car Marathon.

When I first heard of Sir Max Aitken's proposal, I offered to become a co-sponsor. Sir Max accepted. I am very pleased to see a renewal of our association with the Express which goes back many years.

The Marathon has involved prodigious organisational work and hundreds of man-hours have gone into the detailed preparation.

We are grateful to all those who have assisted in these preparations, and to those governmental authorities, automobile associations, and private individuals (including station owners) who have afforded us facilities.

This rally is a great event. It will cause excitement round the world, not merely among automobile enthusiasts, but in the hearts of all those who are attracted by the challenge of adventure.

My organisation is proud to be associated with the event.

HOW THE GREAT IDEA WAS BORN

THE LONDON-SYDNEY MARATHON was the result of a luncheon late last year at which a Daily Express team of editorial executives decided to find an event which the Express could sponsor to counter Britain's devaluation gloom. It was agreed British car manufacturers would be proud to take part and countries through which the Marathon was steered would provide valuable audiences for export, publicity and sales. So the great event was announced and a £stg.10,000 (\$21,429) was offered. Former racing and rally driver, Jack Sears, was appointed organising secretary and given the task of reconnoitring the route.

In Sydney, Sir Frank Packer, Consolidated Press chairman, was thumbing through the overseas papers in September last year when he saw an initial reference to the Marathon.

He then cabled Sir Max Aitken, Daily Express chairman:

"Read with great interest in Express Saturday twenty-third concerning motor car race from England to Australia stop This is most imaginative and original idea stop We would like to join you and be Australian end of sponsorship and promote it in Australia stop Also possibly send Australian-made car over to compete in event stop Appreciate your reaction kindest regards"

Sir Max's reply was equally prompt:

"Thank you for your exciting telegram stop Would be honoured to link with you on Sydney race stop Have meeting with Royal Automobile Club next week finalising details stop Will keep you informed stop With every best regards"

The Daily Telegraph was now in and the paper decided to offer additional prize money of £stg.7,000 (\$15,000). Since then there have been months of planning, but when the first car zooms off on November 24 at 2 p.m. (2300 Australian Eastern Standard Time), it will be the first of 100 entries, 18 of which are Australian. To report the progress of the field the Daily Express and its co-sponsors the Daily Telegraph and the London Evening Standard have chartered a Viscount which will stop at each control point on the route from London to Bombay. Among its special facilities are a photographic dark room and a radio telephone link with London. These will ensure that up-to-minute information is available round the clock to the Marathon sponsors in London and Sydney. The sponsors have also chartered two twin-engined planes for their teams of journalists and photographers to cover the Australian segment of the Marathon.

The Marathon has properly been called the classic motor event of the century. The Daily Telegraph is proud to be associated with it and it is making sure all its readers get all the inside Marathon news . . . first and fast



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The cover was designed by Daily Telegraph artist, Theo Batten. He used an imprint of the Dunlop SP44 radial ply tyre which has been chosen by most of the Marathon crews.

LONDON TO SYDNEY— WITH JUST ONE REST!

A round-the-world course that tests men and machines to the limit

FROM SNOW and treacherous icy roads to potholes, washed-out creek beds, the London-to-Sydney Marathon provides the greatest motoring contrasts in the world.

Competitors travel through 11 countries in 11 driving days. The 7000-mile London to Bombay section will be non-stop except for a six-hour halt at Kabul, Afghanistan, to wait for the Khyber Pass to open at dawn.

The crews are in their cars for four days and four nights on the trek from Perth to Sydney where the Marathon will end for the surviving cars, on Tuesday, December 17.

A fanfare of trumpets from the band of the Royal Marines, and the cheers of thousands of motor sport fans, will send the 100 starters on their way from the Crystal Palace racing circuit in London at 2 p.m. on Sunday, November 24.

The first miles — south to catch the cross-Channel ferry at Dover — and like a Sunday drive. But ahead is the motoring adventure of a lifetime.

In **ENGLAND and FRANCE**, the route is not difficult.

After leaving the ferry at Calais, the first control point is at Le Bourget Airport, in Paris.

Marathon secretary Jack Sears, an ex-racing driver who plotted the route, has only two pieces of advice for drivers crossing France — always have insurance certificates available, and have 24 French francs ready to pay toll for the Mont Blanc tunnel.

In **ITALY**, snow and icy roads are likely but should provide no great difficulty to the experienced European rally driver.

After Turin, the route takes the autostrada towards Venice. Italian law requires competitors to cover car Marathon numbers while travelling through Italy.

YUGOSLAVIA once had the reputation for the worst roads in Europe. A massive roadbuilding programme has changed this.

The road to Belgrade is generally good but horse and bullock drawn carts are hazards, particularly in the early morning.

In **BULGARIA**, petrol stations are widely separated and mostly closed at night, when most Marathon cars cross the country.

Roads are a mixture of cobblestones, concrete and

asphalt with frequent rough patches. Competitors have been warned to keep a sharp watch for parked unlit vehicles on the road at night.

In **TURKEY**, chaotic traffic conditions may exist in the last few miles into Istanbul.

The ferry across the Bosphorus to Asia runs every 15 minutes and the crossing takes about 20 minutes. Those minutes are vital to drivers who have raced non-stop across Europe to earn them.

The roads for the eastern half of Turkey are reasonably good and, except for heavy lorries, relatively free of traffic.

The Turkish truck drivers are unused to cars travelling at faster speeds than they can, so Marathon drivers must use special care overtaking.

The section from Sivas to Erzincan will be a moment of truth for many drivers. The unsurfaced road with ball-bearing gravel should effectively destroy any competitor's illusions that the Marathon route presents no motoring problem.

In **IRAN**, the road to the capital, Teheran, has a modern concrete surface. It has only recently been completed and there are few petrol stations. Marathon competitors have been advised to detour into towns for petrol.

After Teheran there are alternative routes to Kabul, Afghanistan, over a section described as the most difficult in any motor rally.

The northerly route, crossing the Elburz Mountains, travelling close to the southern edge of the Caspian Sea, is longer but offers 300 miles of good asphalt road.

The alternative is south of the mountains, skirting the northern edge of the Great Salt Desert. This is an undulating track, full of potholes which inflict on cars and crews a merciless pounding. Its only advantage is that it is shorter.

In **AFGHANISTAN**, a concrete and asphalt road runs from Islamqita to Kabul which should allow competitors to make up time lost on the rough roads of Iran.

Crews have their only rest on the Bombay leg in Kabul. Cars which arrive there on schedule will have exactly 6 hours and 23 minutes before setting out for Pakistan via the Khyber Pass.

From Kabul to Sarobi the route is over the Lataban Pass, a road no longer used by vehicles following the opening of a new highway which runs to the east.

The road, strewn with large, loose stones and crossed by unbridged streams, is a challenge to the road-weary cars and crews. Only the most determined are likely to finish this section without penalty.

The climate becomes friendlier, however, and even the Khyber Pass, just over the frontier in Pakistan, is not as formidable as its historic name suggests.

In **PAKISTAN**, there is an asphalt road right through the country, but it is only wide enough for one vehicle — so overtaking is a problem. On each side of the narrow road is a single-car width of un-surfaced road, sometimes full of potholes, sometimes with a slippery, muddy surface, and nearly always obstructed by animals and/or pedestrians.

In **INDIA**, road conditions are similar to Pakistan

but although various grades of fuel are available, none is of a very high quality.

The Marathon passes through New Delhi, Agra (the city of the Taj Mahal) and Indore on its way to Bombay. At Bombay, the first 70 cars will be loaded on P & O's liner *Chusan* for Fremantle.

In **AUSTRALIA** the route meanders north and south through the notorious Nullarbor Desert where temperatures are expected to reach 130 degrees.

From this point to Sydney the Marathon becomes the toughest ever Time Versus Conditions trial for motor cars.

The road north east from Perth to the deserted mining town of Youanmi is smooth but unsurfaced, providing little difficulty.

The route goes through semi-desert to Diemal and Bullfinch where the cars meet asphalt to Marvel Loch on the edge of the Nullarbor.

Ninety miles out of Marvel Loch the road deteriorates. Outcrops of rock and high ridges in the centre of the road could result in the write-off of many a car's front-end.

In the Elders' Ranges in **SOUTH AUSTRALIA** competitors at times will be wondering if they are expected to motor up river beds rather than on intended roads.

The cars cross the Range twice, the second time more difficult than the first.

The road flattens out further on but expert navigation is needed if cars are not to be "bushed" on the dozens of outback tracks.

From Mingary to Broken Hill and Menindee in **NEW SOUTH WALES** the cars are on a fast asphalt road. After Menindee drifting sands between Ivanhoe and Booligal may cause difficulties.

The route then moves into **VICTORIA** where it should be smooth travel until Edi. From there to Brookside is the section classed as one of the toughest in the Marathon.

The twisting mountain road, steep climb and descent around Mount Buffalo is made treacherous by the loose gravel surface. The first real break is after Omeo where there is a good, if winding, road to Bruthen.

The cars re-enter **NEW SOUTH WALES** at Wills, a hamlet 13 miles north of Suggan Buggan. Organisers expect cars to have no great difficulty from there to Numeralla, via Jindabyne and Cooma.

But a horror stretch lies ahead from Numeralla to Hindmarsh Station, made more difficult because Hindmarsh Station is not marked on any map!

It is identified purely as a station occupied by a Mr. Hindmarsh.

The route to Hindmarsh includes the Big Badja Mill road, rated one of the steepest and narrowest in New South Wales.

After this, the route to Braidwood and Nowra, through the Pigeonhouse Ranges, is mainly unsurfaced.

The run along the Prince's Highway which follows is not considered competitive and time has been allowed to cope with heavy traffic to Warwick Farm.

There, the Marathon, an epic of modern motoring, will end.

—Alan Sawyer



Rally cars will fly across many parts of the route — just like this British 1800



The cars will travel across this pathway of large, loose boulders in Afghanistan



The Nullarbor is a graveyard for rally cars as these Redex Trials' relics illustrate

*The Daily Express Trophy . . .
award for first placegetters*

THE STAKES

1st £stg.10,000
(\$21,429):
Daily Express Trophy and a
free entry in 1969 Safari
Rally worth £stg.60 (\$130).

2nd £stg.3,000
(\$6,438):
Daily Telegraph Prize.

3rd £stg.2,000
(\$4,285):
Daily Telegraph Prize.

SPECIAL AWARDS

£stg.2,000 (\$4,285):
Best performance by an
Australian crew. Daily Tele-
graph Prize.

£stg.2,000 (\$4,285):
First in general classification
at Bombay.
Carreras/Guards Trophy.

£stg.500 (\$1,075):
Private entrants' award and
Evening Standard Trophy.

£stg.50 (\$110):
Best performance by vintage
car, presented by
Lord Montagu.

Many other awards, including
the Cibie Prize of £stg.200
(\$430) as well as a
ladies' prize and a team
award. Special plaques will
be presented to the drivers of
every car classified as
a finisher.

THE WINNERS

(WRITE NAMES HERE)



OFFICIALS

HONORARY STEWARDS

Sir Max Aitken, Bart., D.S.O., D.F.C.
Sir Frank Packer, C.B.E.

STEWARDS OF THE MEETING

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J. A. H. Gott, M.B.E., G.M.
B. L. Manfred
D. O. Macfarlane
R. Taylor

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J. A. Ambrose
D. H. Delamont
J. H. Kemsley
J. R. Robertson
J. G. S. Sears (Honorary Secretary)
J. E. G. Stevens
S. Turner
M. Wood Power

SECRETARY OF EVENT & CLERK OF THE COURSE

J. G. S. Sears

DEPUTY CLERK OF THE COURSE

J. A. Ambrose

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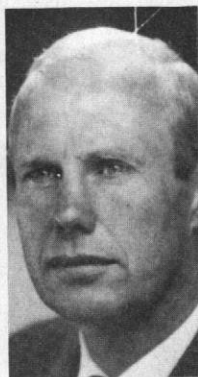
THE STARS



PETER HARPER, now in his 40's, is one of Britain's top rally drivers. An ex-RAF pilot Harper in 12 years' competition has established himself as a cool, consistent driver as he was a wartime pilot. He has been a Rootes Sunbeam team driver for seven years and he has a top record in the Monte Carlo Rally, filling third, fourth, fifth, sixth and ninth in the event since he first entered in 1961.



ERIC JACKSON, is lead driver of Car 73 a Ford works team Lotus Cortina. With his Marathon partner Ken Chambers he drove a Ford Corsair around the world in 42 days in 1963 and raced a ship from London to Capetown two years ago. Jackson, a British garage proprietor, was 1964 British rally champion and 1965 RAC rally champion.



ROB SLOTEMAKER Driving a Daf 55 is 49, unmarried, and lives near the famous racing circuit at Zandvoort in Holland. A Dutch racing and rally driving driver, he was Dutch racing champion in 1966 and 1967, driving an Alfa Romeo and 1968 driving a Ford Mustang. He has driven in the Monte Carlo Rally eight times and in 1966 he won his class in a BMW.



RAUNO AALTONEN, driver of BMC 1800 Mk2 number 61 is the leader of the strong BMC team in the Marathon. Aaltonen, the 30-year-old winner of last year's Monte Carlo rally is an ex-European rally champion. He joined BMC's works team in 1962. He is rated as one of Europe's best drivers with scores of wins to his credit.



ALEXANDER IPATENKO, driver of a Moskvitch 408 number seven leads the four car Russian team in the Marathon. The current USSR motoring champion, he is a 43-year-old former tank commander. He has six years general rally experience and early this year was placed fourth outright in the gruelling Ethiopian rally.



BENGT SODERSTROM is 37 and considered the "daddy" of the Ford rally team. He has won several top European rallies and last year took one of the new MK Cortina GT's to Africa and was leading the rally by a large margin when the car "fell into a hole" and he was out. This year he has won the Austrian alpine and finished third on the 1,000 Lakes rally in Finland.

OVERSEAS



PADDY HOPKIRK, the driver of BMC 1800 Mk 2 number 51 is the old fox of international rallies. A member of the official BMC works team for six years he won the 1964 Monte Carlo Rally in a Morris Cooper S. Last year he was outright winner of the French Alpine, Acropolis and Circuit of Ireland Rallies.



MIKE TAYLOR, the driver of a privately entered Mercedes 280SE number 26, was at one stage one of the most promising Grand Prix drivers in the International Circuit. His career ended with a 150 m.p.h. accident in Europe during the 1960 season. Taylor has scored 29 wins in two years racing and rallying, including the Belgian Sports Car Grand Prix.



GIANCARLO BAGHETTI, driver of Lancia Flavia 1800 number 22, is one of Italy's top drivers. A 33-year-old professional Grand Prix driver he is Italy's sole entry in the Marathon. Now a works driver with Alfa Romeo, he has raced for the powerful Ferrari team — particularly in their triumphant world championship days.



ROGER CLARK, the 29-year-old driver of the Ford works Lotus Cortina number 48 has been hailed as Europe's finest rally driver. A Ford works driver for two years he has stormed the rally scene in '68 with stirring drives in the new twin-cam Ford Escorts. His wins this year include the Scottish, Circuit of England, Acropolis and the Tulip rallies.



JOHN SPRINZEL, 38, heads the two man team in a privately entered MG Midget. Sprinzel, an English garage owner and journalist has been a works driver for BMC, Triumph, Rover and Ford. An expert tuner, he is renowned for his ability for making small cars give big car performance.



TONY FALL, driver of the official BMC works 1800 Mk2 number four, is the youngest member of the BMC team. A 28-year-old car salesman he had his first works drive with the team in 1965. The following year he won the Circuit of Ireland, and the Polish and Scottish rallies.

THE STARS



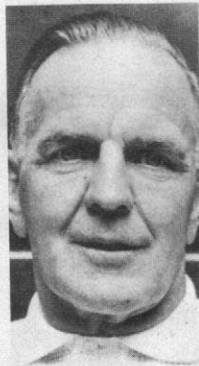
DAVID MCKAY, 48, of Sydney, driver of Holden GTS number 36 and team captain of the three car Daily Telegraph team. McKay, motoring editor of the Sydney Daily Telegraph is Australia's foremost motor-racing authority — and one of the country's most experienced drivers. He heads the powerful Scuderia Veloce racing team.



EVAN GREEN, the public relations manager of British-Leyland Motor Corporation (Aust.), heads the BLMC (Aust.) entry — a BMC 1800 Mk 2 number 31. A member of the BLMC "works" rally team, Evan is one of the best known Australian outback rally drivers. He has driven around or across Australia fourteen times in record attempts, durability tests and on film missions.



DOUG WHITEFORD, 48, from Victoria heads the crew in the second Daily Telegraph team Holden GTS, number 68. Whiteford, the manager of a large Melbourne car dealership, has three times won the Australian Grand Prix for Formula One cars. A racing competitor for more than 30 years he drove in the 1954, 55, 56 and 57 Round Australia trials.



"GELIGNITE" JACK MURRAY, winner of the 1954 Round Australia Trial, will co-drive car 31, a BMC 1800 Mk2 with Evan Green. Murray is Australia's most experienced long distance endurance driver. Murray earned his nickname "Gelignite" during the Round Australia days because of his playful habit of exploding gelignite at control points.



BARRY FERGUSON, 29, crew leader of the third Telegraph team Holden GTS Number 76. Barry Ferguson, a sales supervisor with a large Australian biscuit firm, has been hailed by Australia's motoring Press as the country's best rally driver. Ferguson has won four consecutive New South Wales rally championships since he began active competition in 1961.



BOB HOLDEN, a 35-year-old Sydney garage proprietor, heads the second Amoco-entered Volvo in the Marathon. Holden has been competing for more than a year in Volvos. His successes include an outright win in the 1966 Bathurst 500 motor race with BMC works driver Rauno Aaltonen and a second place in the 1967 New South Wales Rally Championship.

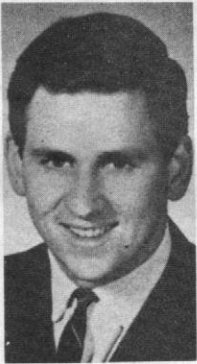
AUSTRALIA



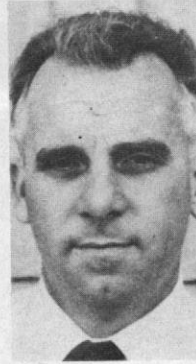
HARRY FIRTH, a 51-year-old Melbourne engineer, will drive car Number 2—a works entered Ford Falcon V8. Firth, leader of the Ford team is one of Australia's most experienced veterans both in racing and rallying. Twice Victorian rally champion, he has won the gruelling Bathurst 500 motor race four times and is currently leading the Australian Rally Championship series.



JOHN KERAN, 33, from Bayview, Sydney partners Max Winkless in the Amoco entered Volvo number eight. Keran, a "retired" grazier is one of Australia's few full-time professional rally drivers. Keran two months ago won Australia's richest national rally — the \$2,500 Rothman's International Southern Cross.



IAN VAUGHAN, 26, from Melbourne will lead Ford's second works crew in Ford Falcon V 8 Number 24. Vaughan, who began driving in 1962, has been a Ford driver for four years. He has scored numerous class wins in Cortinas and Anglias as well and several outright placings in Australian championship events.



MAX WINKLESS, 40, from Sydney is lead driver in the Amoco Team Volvo number eight. Winkless, the managing director of Swedish Motor Importers Pty. Ltd., who import Volvos in New South Wales, has had more than 15 years consistent rally experience. To date Winkless is placed second in the New South Wales Trials Championship behind Telegraph-Holden team entrant Barry Ferguson.



STEWART McLEOD, the current South Australian rally champion will drive Alfa Romeo number 39 for Addison Motors in the Marathon. McLeod, an Adelaide hotel licensee, has teamed with long time rally partner Jack Lock for the Marathon. In the past three rally seasons McLeod and Lock have won 19 events and taken five seconds and two thirds from only 26 starts.



KEN TUBMAN, a Maitland chemist, will co-drive the TVW Channel 7/Perth Daily News Volvo with veteran motorcyclist and trials driver Jack Forrest. Tubman, one of Australia's most respected rally authorities, won the first Round Australia Trial in a Peugeot in 1953. Tubman has completed a detailed survey of both the Australian and Asian section of the Marathon route.

WHO'S WHO IN THE MARATHON

The official list of entrants is presented on these four pages with the names of lead drivers only.

No.	ENTRANT	NATION	CAR	1st DRIVER
1.	RTS Motorway Remoulds	British	Ford Cortina GT	B. Bengry
2.	Ford Motor Co. (Aust.)	Australian ²⁹	Ford Falcon GT	H. L. Firth 5
3.	Avon/RAF	British	Ford Cortina GT	F/O N. Colman
4.	British Leyland	British	BMC 1800 MK2	T. Fall
5.	R. Lewis	British	Chrysler Val. Estate	P. Lumsden
6.	C'bined Insur. Co. of America	Australian	Ford Fairmont (Aust. Survival)	C. T. Hodgins
7.	Avtoexport	Russian	Moskvitch 408	A. Ipatenko
8.	Amoco (Aust.) Ltd.	Australian	Volvo 144S	P. H. Winkless
9.	A. A. Bombelli	Swiss	Ford Lotus Cortina	A. A. Bombelli
10.	Royal Green Jackets	British	Porsche 911T	J. Palmer-Tomkinson
11.	Blick Racing Team	Swiss	Renault 16 TS	F. Reust
12.	TVW-7/Daily News, Perth	Australian	Volvo 144S	K. Tubman
13.	J. G. Tallis	British	Volvo 123GT	J. G. Tallis
14.	Ford Deutschland	German	Ford 20 MRS	D. Glemser
15.	G. P. Franklin	British	Ford Cortina GT	G. P. Franklin
16.	D. A. Corbett	British	BMC 1800	D. A. Corbett
17.	Royal Navy	British	BMC 1800	Capt. H. A. Hans Hamilton
18.	M. A. Colvill	British	Ford Cortina	M. Greenwood
19.	Avtoexport	Russian	Moskvitch 408	S. Tenishev
20.	Avtoexport	Russian	Moskvitch 408	V. Schavelev
21.	Hillcrest Motor Co.	British	Morris 1800	B. G. Williams
22.	G. Baghetti	Italian	Lancia Flavia 1800	G. Baghetti
23.	P. R. H. Wilson	British	Ford Corsair 2000E	P. R. H. Wilson
24.	Ford Motor Co. (Aust.)	Australian ³⁷	Ford Falcon GT	I. M. Vaughan 9
25.	Chesson, Lydden Circuit/La Trobe Brafield Stadium	British	Volvo 122S	J. H. La Trobe

No.	ENTRANT	NATION	CAR	1st DRIVER
26.	M. J. C. Taylor	British	Mercedes 280SE	M. J. C. Taylor
27.	F. Goulden	British	Triumph 2000	F. Goulden
28.	A. Gorshenin	Australian	Mercedes 280SL	A. Gorshenin
29.	Ford Motor Co. (Aust.)	Australian ³⁶	Ford Falcon GT	B. Hodgson ⁸
30.	Dutch National Team	Dutch	DAF 55	R. Slotemaker
31.	BMC (Aust.) Pty.	Australian ³⁰	BMC 1800 MK2	E. Green ⁶
32.	Capt. F. Barker	British	Mercedes 280S	Capt. F. Barker
33.	Miss E. Gadd	British	Volvo 145S Estate	Miss E. Gadd
34.	K. Brierley	British	Ford Lotus Cortina	K. Brierley
35.	R. A. Buchanan-Michaelson	British	Mercedes 280SE	R. A. Buchanan-Michaelson
36.	Sydney Telegraph Car 1	Australian	Holden GTS	D. McKay
37.	W. D. Cresdee	British	Austin 1800	W. D. Cresdee
38.	Ford Motor Co.	British	Ford Lotus Cortina	B. Soderstrom
39.	Addison Motors	Australian	Alfa Romeo 1750 Berlina	S. McLeod
40.	Jim Russell I.R. Drivers' Sch.	British	Vauxhall Ventura	D. Walker
41.	Sydney Telegraph Car 4	Australian	Morris 1100	Miss E. Westley
42.	P. G. Graham	British	Savage V6	P. G. Graham
43.	Amoco (Aust.) Pty. Ltd.	Australian	Volvo 144S	A. Welinsky
44.	British Army Motoring	British	Rover 2000TC	Major M. Bailey
45.	RAF Motor Sports Assoc.	British	Hillman Hunter	D. Carrington
46.	Simca Motors	French	Simca 1100	B. Hew
47.	Nova Magazine	British	MGB	Mrs. J. Denton
48.	Ford Motor Co.	British //	Ford Lotus Cortina	R. Clark /
49.	Major P. S. Ekholdt	Norwegian	Saab 96 V4	Major P. S. Ekholdt
50.	Ford Motor Co.	British	Ford Lotus Cortina	N. Brittan



No.	ENTRANT	NATION	CAR	1st DRIVER
51.	British Leyland	British 22	BMC 1800 MK2	P. Hopkirk 3
52.	J. Sprinzel	British	MG Midget	J. Sprinzel
53.	S. H. Dickson	U.S.	Rambler American	S. H. Dickson
54.	British Army Motoring	British	Rover 2000 TC	Major J. Hemsley
55.	E. G. Herrmann	German	Porsche 911	E. G. Herrmann
56.	A. J. Percy	British	Saab Estate	A. J. Percy
57.	Ford Deutschland	German 20	Ford 20 MRS	G. Staepalaere 2
58.	S. Zasada	Polish	Porsche 911S	S. Zasada 11
59.	Porsche Cars GB Ltd.	British	Porsche 911	T. Hunter
60.	Terry Thomas	British	Ford Cortina 1600E	P. R. Capelin
61.	British Leyland	British 24	BMC 1800 MK2	R. Aaltonen 4
62.	D. Praznovszky	Australian	Mercedes 200D	D. Praznovszky
63.	Amoco (Aust.) Ltd.	Australian	Volvo 142S	R. J. Holden
64.	Evan Cook	British	BMC 1800	J. T. Kingsley
65.	Hydraulic Machinery Ltd.	British	Morris 1800	G. D. White
66.	T. E. Buckingham	British	Cortina GT	T. E. Buckingham
67.	C. J. Woodley	British	Vauxhall Ventora	C. J. Woodley
68.	Sydney Telegraph Car 3	Australian	Holden GTS	D. Whiteford
69.	Dutch National Team	Dutch	DAF 55	D. Van Lennep
70.	Wilson's Mtr. Caravan Centre	British	BMC 1800	A. H. Wilson
71.	Vantona Everwear Ltd.	British	Austin 1800	B. L. Field
72.	E. McMillen	British	Ford Lotus Cortina	E. McMillen
73.	Ford Motor Co.	British 31	Ford Lotus Cortina	E. Jackson 7
74.	R. Neyret	French	Citroen DS 21	R. Neyret
75.	Rootes Motors	British	Hillman Hunter	A. Cowan

No.	ENTRANT	NATION	CAR	1st DRIVER
76.	Sydney Telegraph Car 2	Australian ³⁷	Holden GTS	B. Ferguson 9
77.	Big "N" Cash & Carry Group	British	BMC 1800	R. Eaves
78.	Supersport Engines Ltd.	British	Ford Escort	J. R. Gavin
79.	P. A. Downs	British	Volkswagen 114	P. A. Downs
80.	Mlle. M. T. Patoux	French	Simca 1100	Mlle. M. T. Patoux
81.	Dr. B. Wadia	Indian	Ford Lotus Cortina	Dr. B. Wadia
82.	D. G. Bray	British	Ford Lotus Cortina	D. G. Bray
83.	Kentredder (Ireland) Ltd.	Irish	Peugeot 404	J. E. Cotton
84.	K. Schellenberg	British	Bentley 1930 Sp. Tr.	K. Schellenberg
85.	Tecalemit Ltd.	British	Ford Lotus Cortina Twin Car	P. Harper
86.	Pan Australian Unit Trust/ Southern Cross Management	British	BMW 2000	C. D. Forsythe
87.	Citroen Cars	French	Citroen DS21	L. Bianchi
88.	Simca Motors	French	Simca 1100	R. Masson
89.	Longlife Group	British	Ford Cortina	R. Clark
90.	British Army Motoring	British	Ford Lotus Cortina	Capt. D. Harrison
91.	Maitland Motors	Australian	Holden HK Auto.	J. Murray
92.	Ford Deutschland	German	Ford 20 MRS	H. E. Kleint 12
93.	Henry Ford and Son	Irish	Ford Lotus Cortina	Miss R. Smith
94.	C. J. Lawrence	British	Deep Sanderson	Miss S. Skinner
95.	C. J. Lawrence	British	Deep Sanderson	A. J. Burton
96.	R. Rogers	British	Ford Cortina 1600E	R. Rogers
97.	Lunwin Products Pty. Ltd.	Australian	Ford Falcon GT	R. G. Lunn
98.	Aytoexport	Russian	Moskvitch 408	U. Aava
99.	17/21 Lancers Lt.	British	Landrover 2-W.D.	M. G. Thompson
100.	Simca Motors	French	Simca 1100	P. Boucher

RULES GIVE EVERYONE A CHANCE TO WIN



The organisers discuss the route — Jack Sears (left), Tom Sopwith, Tony Ambrose.

FOR COMPETITORS in the London-to-Sydney Marathon, time will be the greatest enemy.

The Marathon is to be scored on a complex system of time faults and each team will be racing against a scheduled time which has been set for each section of the route.

Before the start of the event, each team will be issued with a road book and a time card and the time of arrival at every control point must be registered on the time card by an official.

Other controls, called passage controls, are situated at intervals between the time control points to ensure that competitors drive over the entire route.

Any team that misses one of these passage controls will have 24 hours added on to their competing time as a penalty.

The time controls will be opened an hour before the scheduled time for the section elapses and will stay open for another six hours (to Istanbul) and then for twelve hours afterwards.

This should give competitors ample time to reach the control points before they close, but any team which reaches a control after it has closed because it has missed

the last ferry or been caught at a closed frontier will suffer a 24-hour penalty.

Marathon officials believe the staff of time control points will not be very busy before the scheduled time has passed because of the severity of road conditions in many areas.

The rules of the Marathon are stringent and are designed to ensure that everyone has the same chance of winning.

One apparently frivolous regulation states that competitors who do not pay their bills during the Marathon will be disqualified. This ensures however, that competitors will change enough currency at each frontier.

The other penalties are:

- each minute late in reporting to a time control point will incur a penalty of one minute.

- failure to report to a control will be penalised—24-hour penalty.

- departing from a time control before the scheduled time — 24-hour penalty.

- changes to either the body or engine of a car during the Marathon — exclusion.

- working on a car during shipment from Bombay to Sydney — exclusion.

- failure to comply with any regulations or official instructions for which no other penalty is specified — exclusion.

Each team of entrants must ensure they know about every official notice and it is possible that if driving conditions deteriorate badly on some sections the route may be changed or extra time allowed to complete the section.

Teams are free to find their own route on a number of the sections, but on others detailed instructions are issued that they must follow a selected route.

In practice, each competitor is told of the different routes in the "open" sections and of the hazards involved on each one.

The "route notes" issued by the organisers suggest the best road for the teams in most cases, warning that some which appear on road maps are impassable.

Whichever way they go, competitors must stop at every control point, for they run the risk of a 24-hour penalty if they miss one.

Overshooting a control and going back is no real solution because any driver who approaches a control from the wrong direction will be excluded.



The Telegraph survey team sees what rain does to Eyre Highway on Nullabor Plain.

Drivers who are involved in accidents, and there are likely to be more than a few, cannot claim extra time, and no car may be towed on any road, only back on to the road, after a crash.

Many teams will experience long delays at national borders, where all normal customs formalities must be completed and this may involve some time.

Some frontiers are open during the daylight hours only and while the scheduled times have been planned to allow for this, some drivers may find themselves stranded at a frontier waiting for it to re-open.

Every competitor is responsible for keeping his car fuelled and no assistance will be given by the organisers to anyone who runs out of petrol.

Before the Marathon starts, officials will check every car to ensure it is roadworthy and that it meets the standards required by the event.

The organisers also have the right to examine cars during the Marathon to make sure they have not been modified and that they are still roadworthy.

Cars will also be checked at the end of the Marathon in Sydney to ensure no modifications have been

made, and to ensure their eligibility.

At the start, the order of cars will be determined by ballot, and each car will then leave London at an interval of one minute.

From then, each team will be

fighting against time all the way to Warwick Farm, Sydney, where the number of penalties and the time of each car will be computed, and the winners announced.

—Keith Loveard

YOUR GUIDE TO THE 100 ENTRIES

BY COUNTRIES

Gt. Britain	57
Australia	18
France	5
U.S.S.R.	4
W. Germany	3
Eire	2
Switzerland	2
Holland	2
U.S.A.	2
Norway	1
Kenya	1
Italy	1
India	1
Poland	1

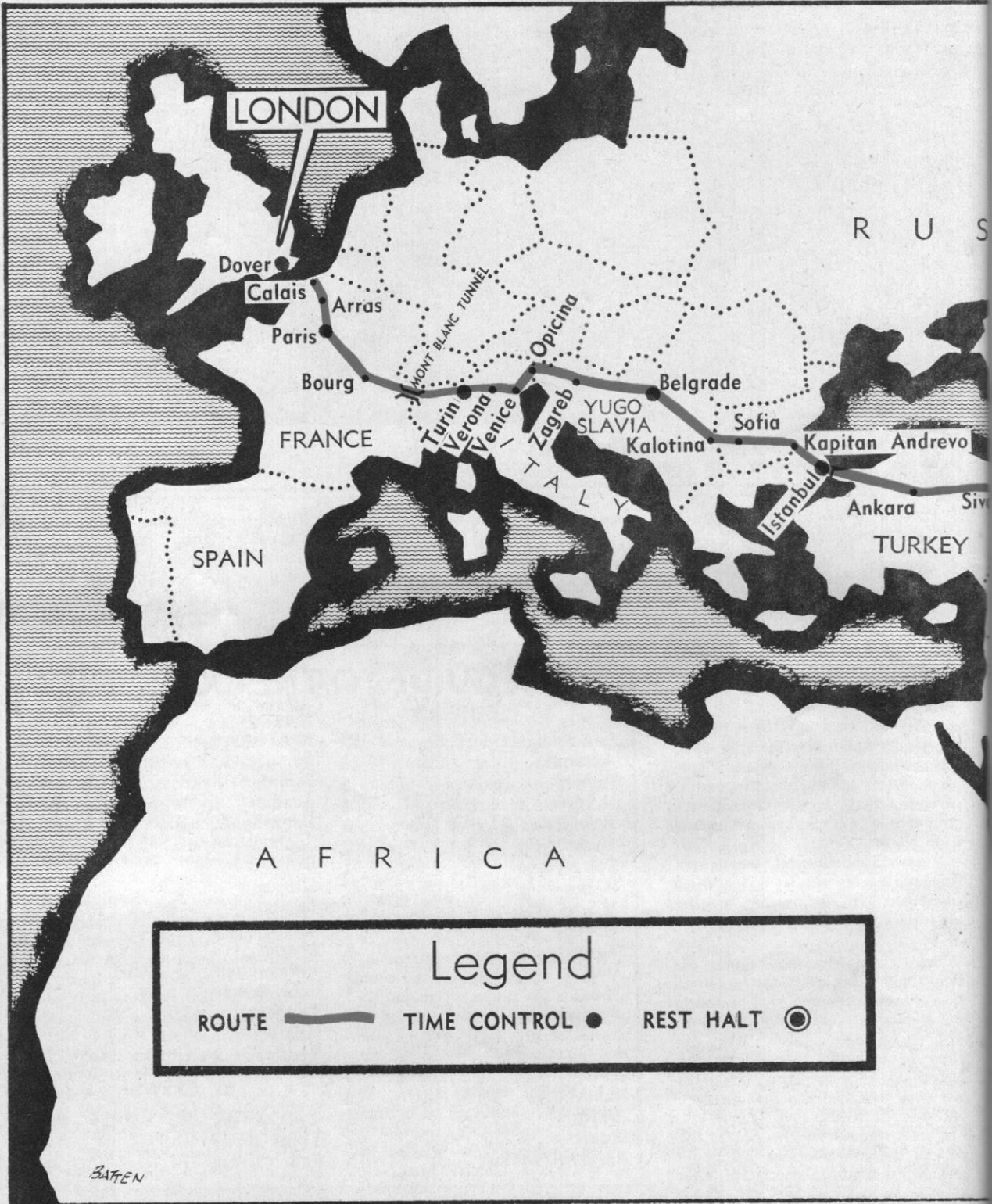
BY CARS

Ford	30
B.L.M.C.	19
Volvo	7
Rootes	5
General Motors	5

Mercedes	5
Moskvitch	4
Porsche	4
Simca	4
Renault	2
Deep Sanderson	2
Saab	2
Daf	2
Citroen	2
Rambler	1
Chrysler	1
Lancia	1
Volkswagen	1
Alfa Romeo	1
Peugeot	1
B.M.W.	1
Bentley	1

BY CREWS

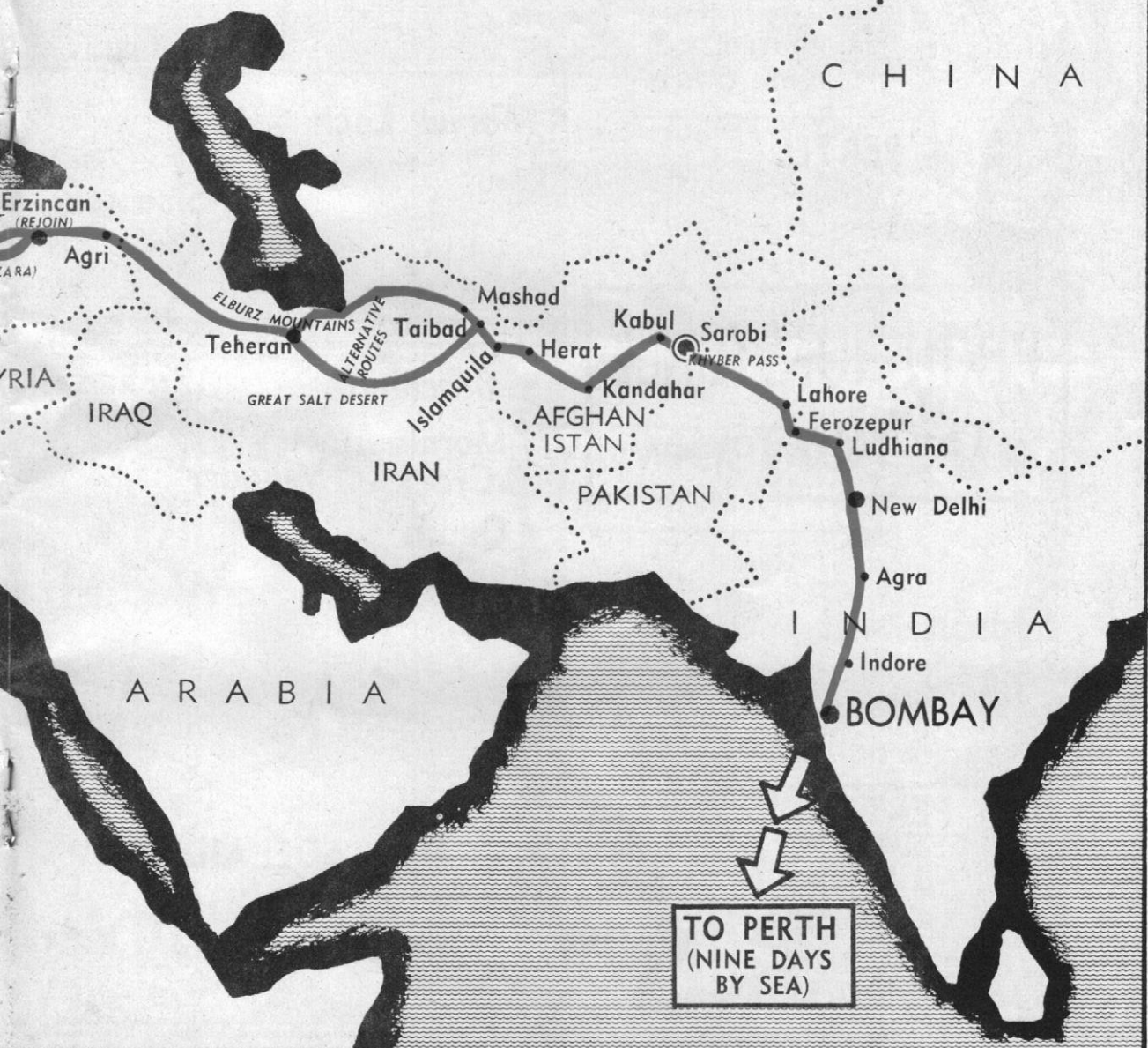
Two drivers	59
Three drivers	37
Four drivers	4



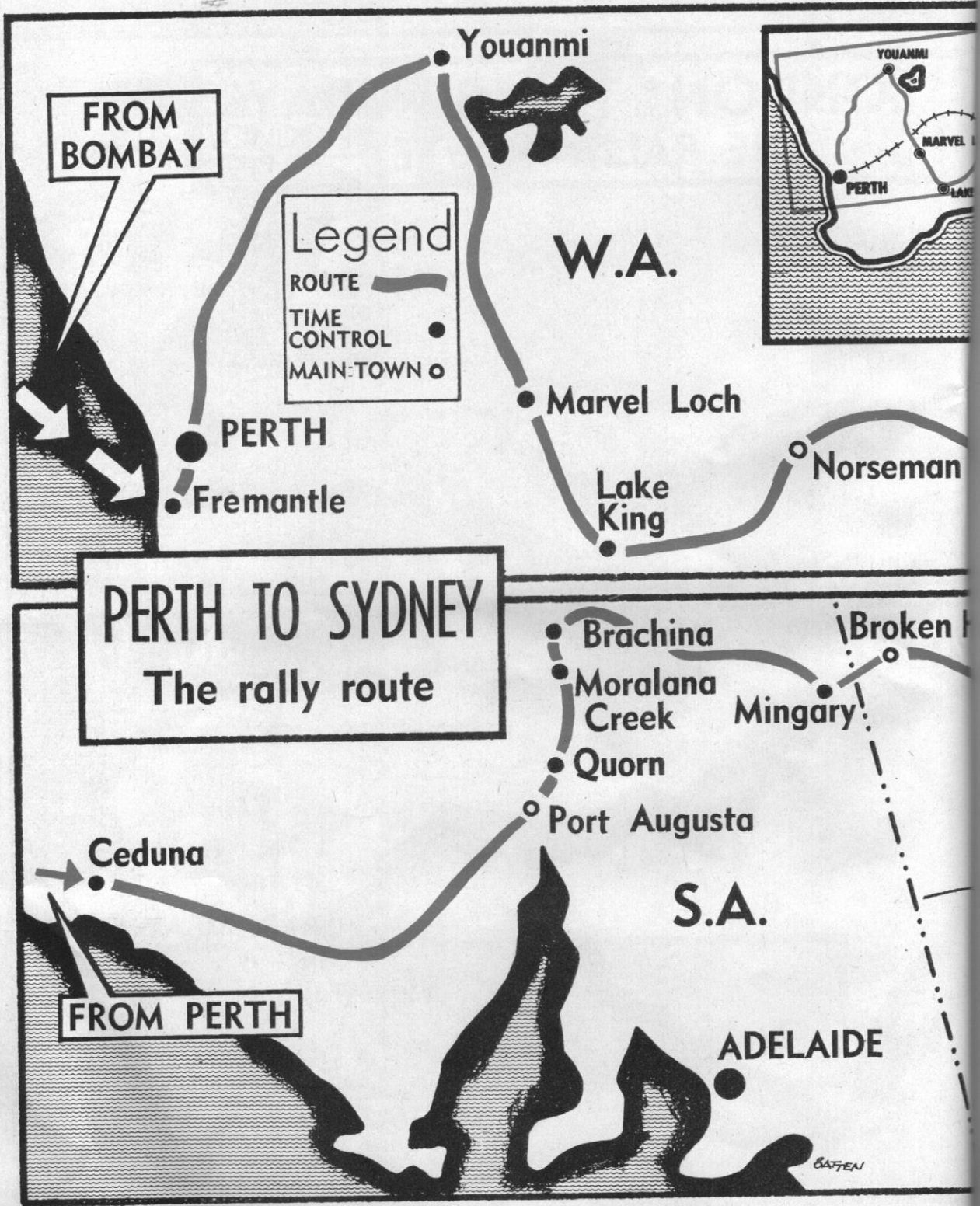
LONDON TO BOMBAY THE RALLY ROUTE

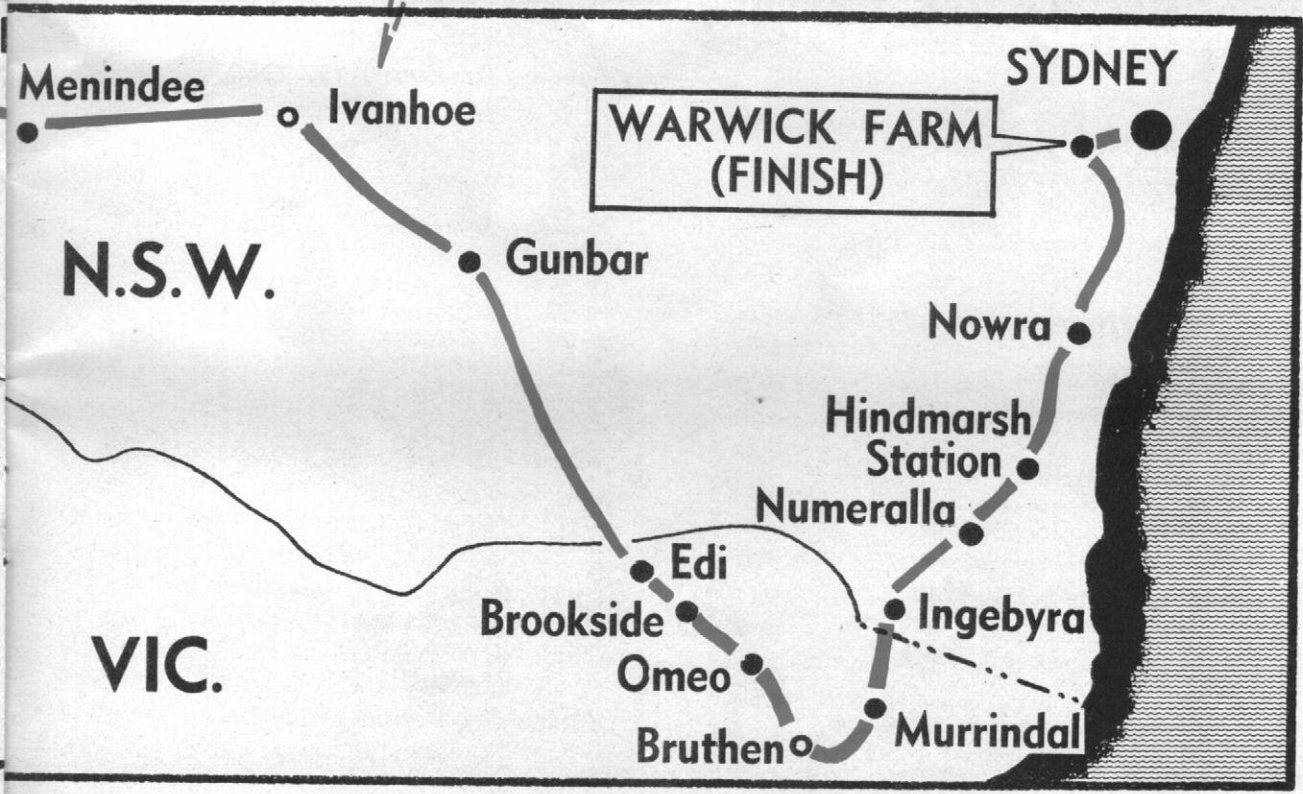
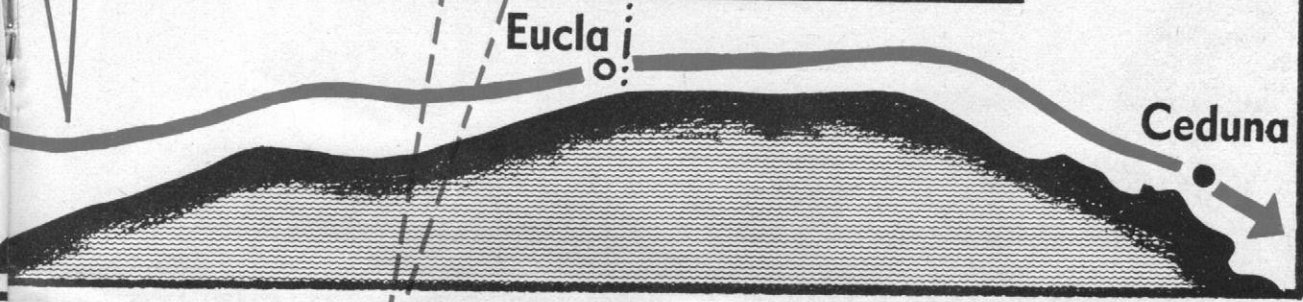
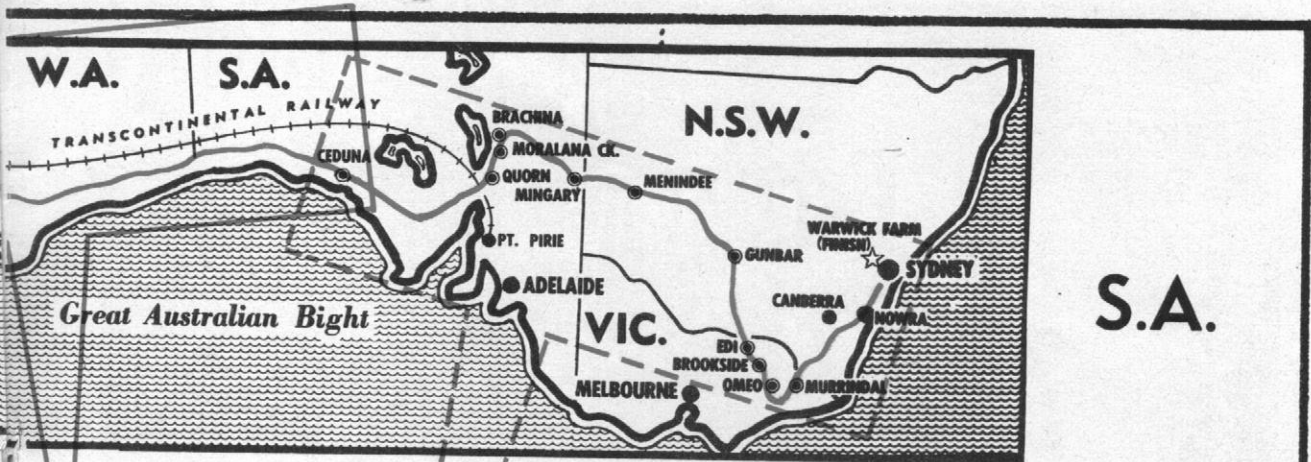
S I A

C H I N A



TO PERTH
(NINE DAYS
BY SEA)







KEEP THESE TIMETABLES HANDY

All times are Australian Eastern Standard Time and are approximate for the first car.

LONDON TO BOMBAY

Sunday, November 24, 1968

2300 LONDON departure of Marathon

Monday, November 25, 1968

0400 DOVER — Competitors cross English Channel
1132 PARIS

Tuesday, November 26, 1968

0052 TURIN
2204 BELGRADE

Wednesday, November 27, 1968

1335 ISTANBUL

Thursday, November 28, 1968

0300 SIVAS (one hour time difference)
0445 ERZINCAN

Friday, November 29, 1968

0246 TEHERAN

Saturday, November 30, 1968

0219 KABUL (arrival)
0842 KABUL (departure)
0942 SAROBI

Sunday, December 1, 1968

0337 DELHI

Monday, December 2, 1968

0228 BOMBAY

Thursday, December 5, 1968

0030 BOMBAY (depart in S.S. Chusan)

PERTH TO SYDNEY

Friday, December 13, 1968

1000 FREMANTLE (arrive in S.S. Chusan)

Saturday, December 14, 1968

1800 PERTH — Marathon re-starts

Sunday, December 15, 1968

0100 YOUANMI
0500 MARVEL LOCH
0702 LAKE KING (Crossroads)
2154 CEDUNA

Monday, December 16, 1968

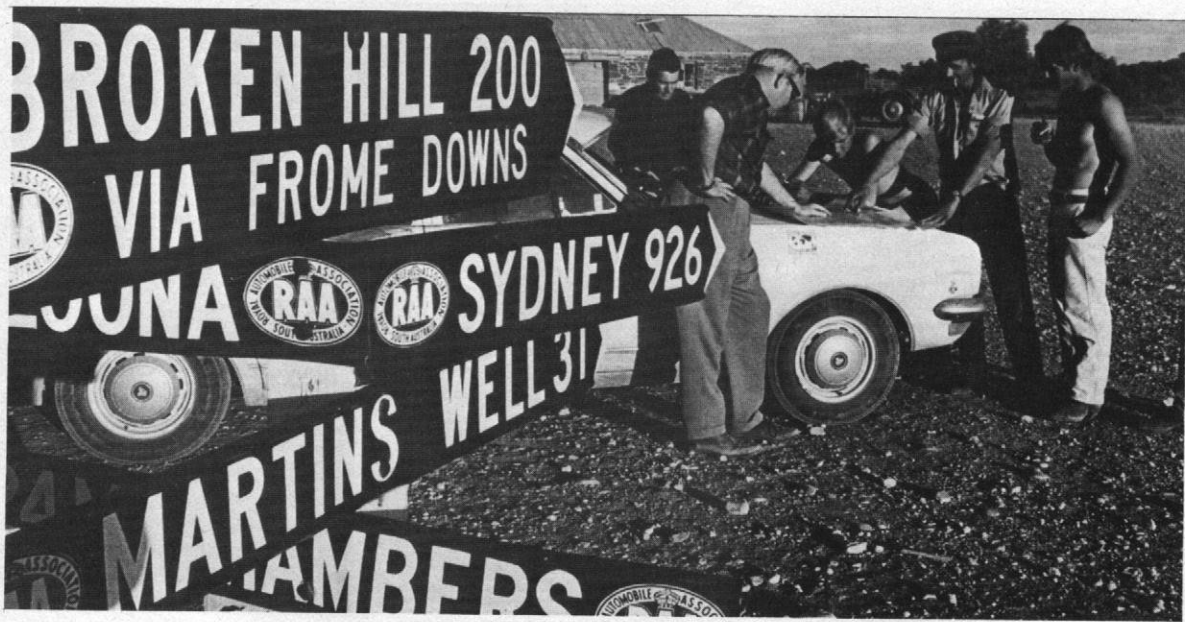
0412 QUORN
0529 MORALANA CREEK
0659 BRACHINA
1109 MINGARY
1321 MENINDEE
1839 GUNBAR
2305 EDI

Tuesday, December 17, 1968

0005 BROOKSIDE
0200 OMEO
0406 MURRINDAL
0537 INGEBYRA
0706 NUMERALLA
0748 HINDMARSH STATION
0949 NOWRA (ROAD JUNCTION)
1319 WARWICK FARM, LIVERPOOL

Wednesday, December 18, 1968

Cars will drive in procession into city.



The Telegraph survey team seeks directions at Wirrealpa on the last section of Flinders Ranges.

TIME ALLOWED BETWEEN CONTROLS

LONDON TO BOMBAY

London	- Paris	12 hrs. 32 mins.
Paris	- Turin	13 hrs. 20 mins.
Turin	- Belgrade	21 hrs. 12 mins.
Belgrade	- Istanbul	15 hrs. 31 mins.
Istanbul	- Sivas	12 hrs. 25 mins.
Sivas	- Erzincan	2 hrs. 45 mins.
Erzincan	- Teheran	22 hrs. 01 mins.
Teheran	- Kabul	23 hrs. 33 mins.
Kabul	- Sarobi	1 hr. 00 mins.
Sarobi	- Delhi	17 hrs. 55 mins.
Delhi	- Bombay	22 hrs. 51 mins.

ROUTE TO BOMBAY

London (T.C.) — Paris (T.C.) — Bourg — Mont Blanc Tunnel — Aosta — Turin (T.C.) — Mestre — Ljubljana — Belgrade (T.C.) — Istanbul (T.C.) — Sivas (T.C.) — Erzincan (T.C.) — Erzurum — Tabriz — Teheran (T.C.) — Herat — Kabul (T.C.) — Lataban Pass — Sarobi (T.C.) — Jalalabad — Peshawar — Rawalpindi — Lahore — Ferozepur — Ludhiana — Ambala — Karnal — Delhi (T.C.) — Agra — Gwalion — Indore — Nasik — Bombay (T.C.).

Note: T.C. — Time Control.

PERTH TO SYDNEY

Perth	- Youanmi	7 hrs. 00 mins.
Youanmi	- Marvel Loch	4 hrs. 03 mins.
Marvel Loch	- Lake King (Crossroads)	1 hr. 59 mins.
Lake King (Crossroads)	- Ceduna	14 hrs. 52 mins.
Ceduna	- Quorn	6 hrs. 18 min.
Quorn	- Moralana Creek	1 hr. 17 mins.
Moralana Creek	- Brachina	1 hr. 30 mins.
Brachina	- Mingary	4 hrs. 10 mins.
Mingary	- Menindee	2 hrs. 12 mins.
Menindee	- Gunbar	5 hrs. 18 mins.
Gunbar	- Edi	4 hrs. 26 mins.
Edi	- Brookside	1 hr. 00 min.
Brookside	- Omeo	1 hr. 55 mins.
Omeo	- Murrindal	2 hrs. 06 mins.
Murrindal	- Ingebyra	1 hr. 31 mins.
Ingebyra	- Numeralla	1 hr. 29 mins.
Numeralla	- Hindmarsh Station	0 hrs. 42 mins.
Hindmarsh Station	- Nowra	2 hrs. 01 mins.
Nowra (Road Jct.)	- Warwick Farm	3 hrs. 30 mins.
Warwick Farm	- Sydney Procession	

WHEN EVEN YOUR BEST FRIENDS WILL TELL YOU

THE LONDON-SYDNEY Marathon has posed a million dollar problem to the 100 crews taking part.

An event like the Marathon has never been held before and the crack crews have found new — costly — problems.

Most of the works teams have budgeted well into the six figures to prepare their cars.

The seven-day, 7,000-mile run from London to Bombay and the equally tough 3,800-mile trip from Perth to Sydney must test each car past the limit of its endurance.

Service crews are stretched out across 11 countries to repair their

cars as they break under the strain of long-distance driving.

But one of the biggest problems the Marathon poses cannot be fixed with tools and spare parts.

This is the personality problem — a situation every crew will face as they live together under outstanding stress.

"The crew that will win this rally will be the one that can remain an untroubled team for the full trip," Australian BMC works driver Evan Green said.

They have taken razors, toothbrushes, body powder and after shave lotion with them in their BMC 1800 Mk2.

"It sounds stupid — but after seven days in a car you stink!" Green said.

"And that makes you even more unbearable to your team mates."

Crews will face severe food and water problems. In many parts of Asia the water will be unsafe to drink and many crews have fitted special drinking containers to their cars.

Most crews have worked out special diets to keep fit and stave off exhaustion as long as possible.

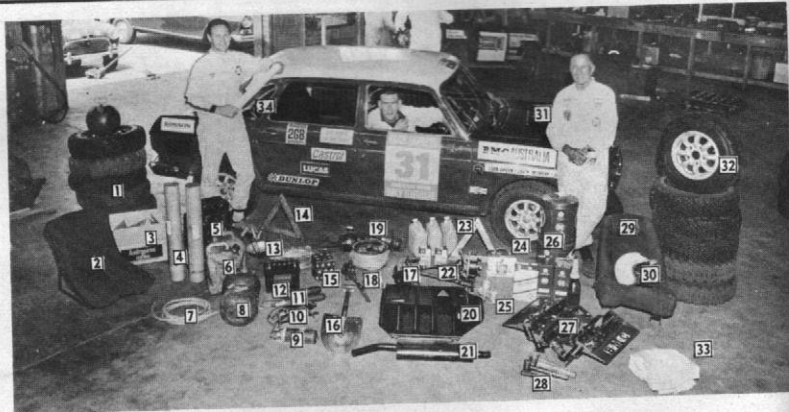
Petrol varies in quality and is often unobtainable for stretches of hundreds of miles.

Experts reckon on a minimum

THIS IS WHAT THEY NEED

NON-STOP planning is a must for Marathon entrants. Our photograph shows the BMC Australia team with works driver Evan Green (left), Jack Murray also standing and George Shephard behind the wheel.

The following list indicates only some of the improvements and alterations they have made.



1. Tyres for all conditions—from studded ice rally tyres to high speed radials for highway cruising.
2. Specially contoured driver's seat — designed for maximum comfort.
3. Food container — holding special diet of dried fruit, milk and coffee.
4. Map containers.
5. Jerricans for spare petrol.
6. Lightweight fuel cans complete with quick-fill pourers.
7. Spare multi-purpose hoses.
8. Oil containers.
9. Foam fire extinguisher for all classes of fire.
10. Specially designed foot operated pump.
11. High pressure compressed air bottles.
12. Spare battery.
13. Cooking equipment in case of unexpected rest break.
14. Iridescent warning triangles in case of breakdown.
15. Box containing electrical spares.
16. Spade.
17. Spare suspension units.
18. Block and tackle winch unit in case of bogs etc.
19. Spare hydroelastic units for suspension.
20. Heavy duty lightweight sump guard.
21. Spare muffler unit.
22. Brake and clutch fluid.
23. General purpose containers.
24. First aid kit.
25. Spare SU carburettor.
26. Oils and lubricants.
27. Full range of tools.
28. Hammers, levers.
29. Fully adjustable navigator's seat — still form fitting.
30. Safety helmet.
31. Overalls.
32. Magnesium wheel for lightness and strength.
33. Fireproof racing overalls.
34. Maps.

500 mile range for competing cars — so extra fuel and oil tanks have had to be fitted to the Marathon vehicles.

Drivers will have to make provisions to drive through varying weather conditions from the 130-degree heat of outback Australia to the bitter cold of the Afghanisthan mountains.

In some cases the load of the cars will be eased by the provision of tyre dumps along the route.

Dunlop, who are servicing more than 70 per cent of the Marathon cars, have arranged for more than 600 tyres to be deposited at the ten controls between London and Bombay. A similar number of tyres

will be available at the seven Dunlop service points in Australia.

But despite the availability of tyres the cars will still be vastly overloaded.

Suspensions will have to be stiffened and special guards will have to be fitted beneath the car to protect the engine, gearbox and fuel tanks from rocks along some of the terrain.

Even works-backed teams are going to find servicing difficult as the competitors will be moving non-stop and difficult to catch.

Special tools will have to be carried in the cars and drivers must be prepared to carry out major

mechanical repairs themselves in remote areas.

Provision will also have to be made for sleeping — in a three man crew one man will be sleeping at all times.

This in itself poses a problem—the crew captain will have a difficult time plotting who in his team will sleep through special stages of the Marathon.

Two-man crews may prefer to change only when they get tired.

But according to experts this could be as often as once every ten minutes as the cars reach Bombay after seven days on the road.

—John Smailes

MONARO — HERE'S WHY

THE DAILY TELEGRAPH decided it wanted an all-Australian car to represent it in the London-Sydney Marathon.

Consequently, it didn't surprise motoring enthusiasts when the Telegraph announced that it had selected the Holden Monaro GTS for three of its four entries.

The Monaro was introduced to the Australian market during July this year and few cars have received such an enthusiastic acceptance by the Australian public.

The car was also hailed by the Australian Press and today it is used as a yardstick with which to compare other high performance cars—proof, indeed, that the car has lived up to expectations.

And the phenomenal success which the Monaro achieved in the 1968 Bathurst 500 (the car in our picture took second place) is again proof of its capabilities.

The Monaro project was born in



late 1964 and the basic design took about three and a half years to complete. Many sketch ideas were considered before a full-size clay model was made.

Significant modifications were made on at least eight occasions before the Monaro concept was finalised. Apart from sketches nearly 50 full-size blackboard drawings of fronts, sides and rears were prepared to study and evaluate alternative proposals.

GMH feels the introduction of the Holden Monaro is the biggest step

it has taken since the manufacture of the first Holden in 1948.

As well as being a sports machine, the Monaro also provides practical around-town transportation. Excellent manoeuvrability aids city driving and parking. It has many safety features and can be used comfortably for family transportation.

The name Monaro is of aboriginal origin, meaning a high plateau or high plain. The Daily Telegraph has equally high hopes that one of its four teams will carry off the top Marathon prize.

PEKING TO PARIS — IN JUST 60 DAYS



Francis Birtles drove this record-breaking Bean.



The French Contal used girders in the Peking to Paris race in 1907.

DRIVERS IN THE London-Sydney Marathon over some of the roughest roads in the world will be riding on a carpet compared to the 1927 trip of Australian Francis Birtles.

Birtles, explorer on wheels and adventurer, made the first car trip from London to Sydney, driving a 1926 two-seater Bean car for the 16,000-mile marathon.

Miss Australia 1927 (Miss Beryl Mills) and record-making England-Australia airman Bert Hinkler farewelled Birtles when he left London in October, 1927, on an incredible journey which ended in Sydney the following July.

Birtles gave the historic car to the Australian Government. It lay neglected and deteriorating in many odd spots till rescued and renovated by two Canberra men who reckon it could do the journey again if completely overhauled.

London-Australia 1927-28 was no fun jaunt for Francis Birtles, who had already cycled round Australia and held the record for the trans-Australia car run.

Many times on the trip across Europe, through North Africa, the Middle East, Asia and Australia, when news of progress was lacking, motor-car fans the world over thought Birtles had given up. He always bobbed up, however, further along the route.

The run from London to Athens took less than a month. Greek customs then held Birtles up for nine days.

On the way across the Sinai Desert to Baghdad, the car damaged its petrol pump but Birtles managed to keep going.

A car had never travelled between Delhi and Calcutta — 2000 miles — until Birtles pushed the Bean across India.

After landing at Darwin, Birtles drove virtually due south via Alice Springs before heading east for

Sydney. There were no roads then in many parts of the Australian outback. He just jolted along over wild bush tracks.

Birtles, however, was accustomed to the tough Australian going. As early as 1912, he had accompanied Sydney motor-man S. R. Ferguson, in the first car run across Australia from west to east.

Driving an American-built 10 h.p. Brush, they set out from Perth in March and sped along at 20 miles an hour till they reached the Overland Telegraph, where they were constantly bogged in sand. They took just 28 days to make the 2,900 mile crossing.

The Australian Government did not set much value on Birtles' London-Australia Bean when he gave it to them in 1930. For ten years, it was stabled in a shed near an incinerator.

It deteriorated badly. Someone walked off with the radiator. The car was rescued by Mr. Garth Fisher, officer in charge of the Commonwealth garage in Canberra, and Mr. Des Rees, the works supervisor, who have restored it as nearly as possible to its original state.

Birtles' achievement was great. It was, perhaps, excelled only by the first great marathons — the 10,000-mile Peking to Paris race in 1907, and the 12,000-mile New York to Paris race in 1908.

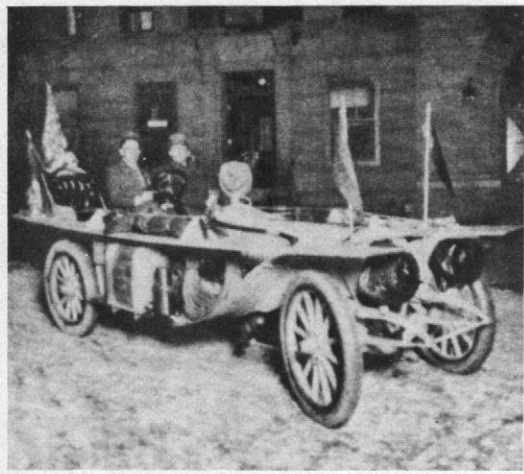
In those days cars were little more than primitive internal combustion engines, chain driving four wheels with wooden or wire spokes.

Only five cars lined up for the Peking-Paris race on June 10, 1907 — a 40 h.p. two-ton Itala captained by Italian Prince Scipioni Borghese, two 15 h.p. French De Dion-Boutons, a 15 h.p. Dutch Spyker and a 6 h.p. French Contal three-wheeler.

The cars were quickly in strife. Horses, mule donkeys and gangs of coolies had to be recruited to pull and push them over the wild and rugged mountains where runs the Great Wall of China.



Chinese coolies haul cars on a rough stretch



**The Thomas Flyer . . .
winner New York to Paris**

Borghese and his crew in the Itala raced ahead over the Mongolian grasslands. In the Gobi Desert they ran out of water and had to stop every few hours to cool the car off.

Meanwhile, their rivals, far behind, were being towed by camels.

The cattle tracks were so bad that Prince Borghese took to the broad-gauge track of the Trans-Siberian Railway, bumping over the sleepers for hundreds of miles and risking arguments with the few trains that came that way.

Prince Borghese arrived in Paris on August 9, after spending 60 days on the road. The rest were strung along the track hundreds of miles behind.

Prince Borghese told the welcoming crowds: "We have proved one thing conclusively. It is impossible to motor from Peking to Paris."

American motor men decided to prove him wrong. In the following year they organized a race from New York to Paris, via San Francisco, Alaska, Japan, Vladivostok, Moscow and Berlin.

Six cars, carrying teams of three, lined up for the start in Times Square, New York, on February 12, 1908.

The United States had entered a Thomas Flyer captained by George Schuster.

Germany was represented by a Protos (Lieut. Koeppen), Italy by a Zust (Signor Scarfoglio) and France by a Sizaire et Naudin (M. Pons), a Moto-Bloc (M. Godard) and a De Dion-Bouton (M. St. Chaffray).

Once off macadamized roads outside New York, the cars were bogged in four-foot snow drifts and had to be dug out. When the snow melted they had to be dragged from axle-deep mud.

The Moto-Bloc blew up. The other French cars were jolted into wrecks.

Schuster in the Thomas Flyer quickly took the lead. He was first into San Francisco, and then

shipped north for Alaska. He landed and had got some way when the thaw set in and bogged him in impassable roads.

The race committee, hearing of his plight, cut out the Alaska section.

Lieut. Koeppen and Signor Scarfoglio decided to cut out Japan, too, so shipped the Protos and the Zust direct to Vladivostok.

Schuster and the Flyer, therefore, were many days behind when, having dutifully completed the Japanese section, they landed at Vladivostok and set off in pursuit across the Siberian plains.

A few days out, he came across Koeppen and the Protos bogged in mud and pulled him out, only to see Koeppen sweep by into the lead again.

In turn, they overtook and passed Scarfoglio.

The roads were atrocious. Schuster knew he just had to find a better road if he were to overtake Koeppen.

Like Borghese before him, he plumped for the Siberian railway and jolted madly over the sleepers at a reckless 10 miles an hour.

A lighter, ferrying him across a Russian river, sank with him and the car. Schuster would have been out of the race had not peasants dived in, fixed ropes to the car and pulled it out.

Nearing Germany, Schuster overtook Koeppen in the German Protos but stripped a gear, thus allowing Koeppen to be first into Paris by 24 hours.

The race authorities, however, deducted the time Schuster had spent in Alaska and Japan and declared the American the winner by 26 days. He had been 112 days on the road and had covered 12,116 miles.

The only other car still in the race, Scarfoglio's Zust, was still somewhere in the region of Omsk.

Which all goes to prove they're tough, these rallies.

—William Joy

"THEM CRAZY CITY FELLERS ARE AT IT AGAIN"

The Redex Trials were
a fabulous era for motoring
sport in Australia

APART FROM South America, which has few made roads, Australia is the only country left in the world for marathon motoring events. It is only natural that it should provide the stage for the final drama of the London-Sydney rally.

Rallying is a dying sport in Europe because of traffic congestion, and even the traditional "open country" rally—the East Africa Safari—is made more difficult each year by differences between African states.

And so they come to Australia, with all its vast spaces and its unbelievable extensive network of back roads, with its variation in climates in the 48 hours between the breathless heat of Naracoorte in South Australia and the white chill of the Snowy.

In Australia any rally route can put a field through rain forest country, dry plains, mountain gorges and fast expressways — all in a single day.

And no non-Australian driver has won a rally here. Rallying, or reliability trialing, is the oldest form of motor sport. Australian motor sport started 63 years ago—with a rally. Since then almost every square mile of Australia has shared rallies with round and cross-the-continent endurance runs.

Every time a manufacturer wants to prove out a new car in a spectacular way, he stages a cross-country epic. Even the remote town of Birdsville has become blasé about dirt-begrimed new cars storming through on the way from nowhere to somewhere.

The first real trial was really a road race. Organised by Dunlop Rubber executive Harry James, who was the father of Australian motor sport, it was run from Sydney to Melbourne — a step into the unknown, as the road was mostly a faint track winding through bush, over creeks and through rugged mountains.

Among the 23 starters was well-known Australian Mark Foy; the cars included Scottish Argyles (one of them driven by Harley Tarrant, then building his own Australian cars), De Dions, a Darracq and one Swift. Run in five stages with penalties for damage, the trial saw competitors digging their way out of creek



*The start of the Ampol Trial in 1956
Thousands saw the cars off at Bondi*

crossings. Battered and tired, 17 cars reached Melbourne but the organisers had to send the tatty field 140 miles to Ballarat and back to find the winner. It was Harley Tarrant.

Another trial followed, this time from Melbourne to Sydney and this time attracting 28 cars, 10 motorcycles and huge crowds at the start. After incredible strife, during which horseshoes and rocks ripped tyres to ribbons, 19 cars staggered into Sydney.

There was no outright winner, so they were sent to Medlow Baths and back — 132 miles. This left six cars in the running, so the organisers ordered them to drive back to Melbourne to decide the winner. Aghast, the exhausted drivers in their slowly collapsing cars set off. Three crashed, and Harley Tarrant won — this time in his Tarrant.

The tremendous public interest these trials aroused then started a series of city-to-city record dashes which did not end until public and police pressure stopped them in 1934. The two main aces in the Sydney-Melbourne and Sydney-Brisbane record runs were Norman ("Wizard") Smith and Albert Turner.

Sales of new cars responded instantly to any new record. The first record was set by Charles Kellow and Harry James in a Talbot, but well-known speedway tuner and driver Charlie East staggered everybody in 1909 by doing Sydney-Melbourne in 19½ hours — the result of a commission from a hire car client to get him to Melbourne in under 24 hours for a fee of £75, with a penalty loading of £5 for every hour late.

Albert Turner promptly cut the time to 19 hours two minutes in an American Underslung, then Boyd Edkins did a staggering 16 hours 55 minutes in a Prince Henry Vauxhall in 1916. This rocked the citizens to their boot-heels, because it was the first car to do the trip faster than the Melbourne Express.

The war stopped the city-to-city record runs until 1922; then first Smith, then Turner, chopped the Sydney-Melbourne time to 15 hours 38, then 14 hours 28, then 13 hours 47 minutes, then 12 hours 39 min-



Entrants take "five" at Madura. The 1954 Redex was a tough test



Jack Davey was a rally enthusiast



Champagne for Harry Firth (left) Graham Hoinville after 1964 Ampol

utes and finally 12 hours 35 minutes to Turner in an 18 h.p. Itala.

This gets even more incredible when you realise that a comfortably fast trip from Sydney to Melbourne today is around 11 hours, but in those days the roads were only wagon tracks.

There were many other record runs, including some Perth-Sydney and Adelaide-Brisbane records, as well as Francis Birtles' trips around Australia. And in 1928 a little Austin Seven driven by a valiant man named Hector McQuarrie reached the tip of Cape York — only a handful of cars have been there ever since, as the road stops a little north of Cooktown.

But the city-to-city record dashes stopped, although there was one brief uproar in August, 1951, when two Queenslanders — Les Taylor and Dick Rendle — drove a Darwin-Alice Springs record — 954 miles in 10 hours 32 minutes in a Jaguar XK120.

And then came the Redex Trials.

This was a fabulous era in motor sport; those who took part in them, and even those who just watched will still remember the weird hysteria which surrounded these marathon road races — for that was what they were — around Australia.

Motor sport was not under anything like the rigid control it is now, and enormous crowds swamped the cars whenever they stopped. Newspapers and radio followed every section, publishing huge lists of the field . . . personalities like the late Jack Davey took part . . . children worked pedestrian crossing lights to stop the cars for autographs . . . police laid speed traps into and out of town. . . .

The trials got widespread Press coverage overseas. The first one, in 1953, saw 187 cars check out of Sydney; in 1964, 263 cars started the 9600-mile trial; in 1955 the distance went up to 10,533 miles and the trial ended in an orgy of protests and counter-protests.

There were two more trials in 1956 and another in 1958, but long-distance events fell into disfavour, mainly because of the lack of control within the

sport. There was a brief revival in 1964 with the long-distance Ampol Trial, but since then the major events, like the BP and Southern Cross, have been less than 3000 miles.

But the pioneering spirit never dies. In the last 20 years many cars have done epic marathons, either alone or with support vehicles. Perhaps the most famous was "Crossroads Alice", a giant figure-of-eight across the continent and back in 1966 to prove out Castrol's new liquid tungsten oil. Using an Austin 1800 and a Mini, the crew — including two adventurers in Evan Green and Jack Murray — battled all kinds of hardships to get through.

About the same time the Leyland Brothers, who earlier had made a brilliant trip by canoe down the Darling, made the West-East crossing by Land Rover. Earlier still a BMC team of 30 drivers put up 30,000 miles in 28 days in a stock standard Morris 1100 on a bitumen road route mainly using Sydney to Mildura, but including a trip to Carnarvon.

On the way back from Carnarvon, Murray and Green clocked 46 hours for the Perth-Sydney leg, which was beaten only 12 months ago by an Austin 1800 in the hands of Bob Holden, Tom Floyd and Alan Kemp, with 45 hours. Four years ago two Victorians put up what probably still stands as the fastest time around the continent — a little over six days, and in a Volkswagen. Somebody actually once made that trip in a Triumph Herald.

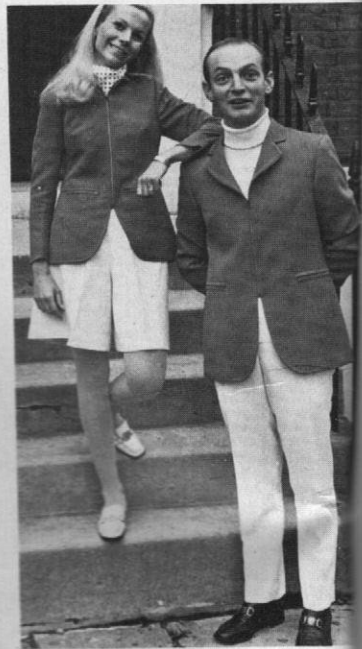
Nobody has yet done the Big Diagonal — from Cape Leuwin in Western Australia directly across the centre to Cape York. But somebody will, some day. The traffic out there is starting to get as bad as Sydney's Martin Place at Friday lunchtime.

Certainly, when the London-Sydney field storms through, the old-timers who remember the Redex Trials and Crossroads Alice and perhaps even Francis Birtles can shake their heads sadly and say: "Them crazy city fellers are at it again."

—Bill Tuckey

THESE BIRDS ARE WORTH WATCHING

The girls in the rally have added something extra to this great adventure — a glamour stakes.



Jenny Brittan poses with husband Nick

IT IS THE LONGEST and toughest motor rally ever held — yet a surprising number of girls have entered.

There are three mixed crews — including the sole husband and wife team, Nick and Jenny Brittan — and thirteen other girls. And all are prepared for the greatest adventure of their lives.

The husband and wife team spell out the international theme of the rally and of its sponsorship. Nick Brittan (31), ex-car and saloon-car racing champion and now a journalist, is a Londoner. His wife is pretty ex-Australian model Jenny Furney (28) from Sydney.

They'll be in car 50, a works sponsored Cortina.

For them the whole trip is packed with what they refer to as the best of omens. Car 50 is how Jenny feels about the trip — a 50-50 adventure of husband and wife.

They started not knowing a thing about rallying so they had to learn. And they've taken it all very seriously. Jenny went off first to have advanced driving lessons at a special high performance course. Then the pair did three- and four-day stints at

the wheel — to get an idea what it was like trying to rest in a rocking, rolling car.

And to top it off the army pushed them through a tough three-day survival course.

"Having survived that," says Jenny, "I reckon I can survive anything."

This will be her first trip back home for eight years, and she is looking forward to it, though not at leaving behind her baby son Alexander.

They are part of the giant Ford effort (the team that has the favorites, Eric Jackson and Ken Chambers) and Jenny had a hand in designing the clothes presented by the International Wool Secretariat.

These wool driving suits were designed by Tom Gilbert, one of Britain's newest flock of fashion designers.

Jean Denton, 32-year-old racing driver, journalist and economist at the University of Sydney, who took up racing and rallying just five years ago, will drive an MG-B with another researcher, Tom Boyce.

Jean was British women's champion last year and she is backed

by the magazine "Nova" and secretarial agency chief, Mrs. Marjory Hurst, of the well-known Brook Street Bureau.

She has been given knockout clothes to wear on the trip. Hyland Booker, a bright young designer, chose for her black terylene and cotton trousers with soft vyella tunic blouses in yellow and orange. Her cap and trousers are embroidered with the word "Nova".

But the mixed crew girls will have tough competition in the glamour stakes with the favorite among the all-women's teams — Rosemary Smith already a well-known identity in Australia and world rallying.

This tall, willowy Irish brunette, herself once a dress designer, is driving a Cortina for Henry Ford of Ireland. As an official member of the Ford team she plans wearing most of the clothes designed for them by Tom Gilbert.

But she drew the line at Tom's idea of shorts, designing a culotte for herself.

Rosemary's co-driver is the Belgian Lucette Pointet, who doesn't speak very much English and Rosemary's French is also almost negli-



Jennifer Tudor-Owen, Anthea Castell, Sheila Kemp and Elsie Gadd.



Rosemary Smith
She has the
top chance
of a win



Lucette Pointet has specially
designed gear.

gible. But as Rosemary says: "As I don't like driving with someone who natters at me I don't find this a handicap. Anyway, we've sufficient vocabulary to get along."

Rosemary will stick to the food packs originally thought up by Horlicks for Ford rally crews four years ago. Each year these special packs have been improved. The newest one called the FMC-4 (after the Ford Motor Company) had to be changed again to suit Australian health department food import regulations.

Another great driver and married woman and mother taking part is France's Madame Janine Berjou of Bordeaux, who will drive a Simca. She has as co-driver Marie-Theres Patouc (28), who has shared many international rally successes with her.

Marie-Theres has possibly the greatest endurance experience of any of the girls and rivals the favorites Rosemary Smith and Lucette Pointet in accomplishments.

On her own Marie-Theres has raced from Paris to Calcutta, Bombay and back to Paris. Together the pair won the Dames Sud-Quest

Aquitaine. Despite an accident that put Janine in hospital for a year (Marie-Theres escaped with only a scratch) they're as keen as mustard. Madame Berjou leaves behind her two sons and her husband who has backed her entry.

Getting to bed in time has been the biggest problem for Elsie Gadd, who will be driving a Volvo station wagon with her team of three other drivers — Jennifer Tudor-Owen, Anthea Castell, Sheila Kemp.

"All working girls," Elsie explains. "We've had to get to bed by half past eight in the evening. We are unlikely to be the dressiest of the girls. Just good workmanlike overalls for us." But don't take this four too lightly. Though they carry one of the biggest (in numbers) crews in the whole rally their choice of vehicle and the preparation they have put behind it will make them formidable in the women's section. They've got great determination and that old wholesome thing known as guts.

Sylvia Kay, a secretary working in the Channel Islands, is driving a Peugeot with two Irishmen, Paddy McClintock and J. E. E. Cotton.

One-time secretary to the Governor of Free Town, she started her rally career in West Africa. And she has no special ideas on rations or food. "Just bully beef — which luckily the boys like as well — and cans of soup that can be heated with a cigarette lighter," she says.

And, of course, there are our own three wonderful Australian girls in their fondly named BMC 1100, the Galloping Tortoise. At first it was only Eileen Westley (25) and her co-journalist friend Marion Macdonald (22) who were to attempt the marathon as the number four car in the Daily Telegraph team.

But later the pair decided to add another to their number to share the driving, so Jenny Gates (25) was recruited.

The trio, maybe inexperienced so far as European rallying is concerned, do not lack enthusiasm. They've done tough outback trips to try themselves out for tough endurance driving and they've gone on diets to keep their weight down for the tiny 1100. (See Marion Macdonald's story overleaf.)

—Harold Dvoretzky

MAP READING'S FUN —ON A TRAMPOLINE!



AT FIRST, when everyone said, "Aren't you brave," we simpered a bit and said, "Not really."

After about the fortieth person had said it, kissed us warmly and gone away shaking his head and wiping his eyes we stopped smiling socially and began to go to pieces.

"Look here," I said, taking Eileen Westley, my co-driver in the Marathon, aside. "What are they all on about? Why are we so brave? We're just driving from London to Sydney. Hundreds of people do it. Is there something you haven't told me?"

She claimed to be just as baffled by the whole thing. And baffled — blissfully, I now realise — we remained until, at a cocktail party the next night, I found myself cornered by an old professional rally-driver.

"You'll be well into your training by now, won't you?" he said. "What sort of program are you following?"

"Training," I said carefully, taking a drink of whisky. "Program. Yes. Well, we're not following any set, you know, in particular . . . we're just playing it by ear."

For the next hour or so this friend (I call him, as Dudley Moore would say, fiend) outlined some of the hazards of the trip and how we should overcome them, while my whisky turned to liquid ashes in my mouth.

Sleeping in the car, for instance. We would have to do this for nine nights between London and Bombay.

Had we ever tried sleeping in a

moving car? A caravan? A stationary car, then? Hmm.

How did we feel about wild animals? There would be lots of them around, once we got south of Kabul. Monkeys, leopards, ill-intentioned tigers in Pakistan: "You must have read about them carrying off the villagers."

Not caring to mention that I am still struggling with my fear of cockroaches, I wondered if it might not just be possible for us to drive through these places with the windows up?

"I don't like to be indelicate," my delicate friend said, "But there will be occasions . . ."

And then there's map-reading.

Any fool can read a map laid out on the floor of the office. What about in a car bounding and juddering through the potholes of the Nullarbor, the rocks of the Khyber Pass? Well, what about it?

Foreign languages? Supposing we get lost where all the natives speak is a Kurdish dialect. Oh, so we were thinking of taking phrase-books? Terribly useful they'd be, telling us how to say "A whisky for myself and a hot-water bottle for my lady wife" (in Yugoslav hnuh hnuh).

And were we aware that some of the natives were less than friendly? Some of the desert tribes are liable to shoot first and ask for your Press pass after. Had we ever tried shooting from a moving car? (Really, some questions are too silly to answer. Where could

we have tried that? Centennial Park on Sunday?)

And what about punctures? I gave a flippant laugh, indicating that punctures were my daily fare.

"Changing them in the dark," he said, "in sub-zero temperatures, in pouring rain, knee-deep in mud . . . ?"

"Jackson and Chambers, driving around the world on one of their runs, changed 17 tyres in 300 miles.

"And don't think," he said sternly, "that you're going to get anywhere by standing beside the car looking weepy and kicking at the tyres the way I've seen you do. There's no gallantry in rallying. At best, you'll be carried off to the nearest harem . . ."

"You've gotta be about as feminine and helpless as a female wrestler to come out of this in one piece."

Neither I nor my two co-drivers — Eileen, the 25-year-old women's editor of the Telegraph, and Jenny Gates, a secretary, also 25 — have ever belonged to that group of self-sufficient women who can change tyres and nappies with the same ease (as a matter of fact, I find both difficult and distasteful).

My mother set me on the road with this advice: "If you break down, scrape off the spark-plugs with your nail file; if that fails, cry."

I have always managed to remain more or less in motion.

When Eileen first rushed into the office waving an article headlined "The Greatest Race in the



Tigers, monsoons, sub-zero temperatures are much in the thoughts of the intrepid Telegraph girls' team — Jenny Gates (left), Marion Macdonald, Eileen Westley.

History of Driving" and said, "Why don't we see if we can go in it?" it did not occur to me that we might not be ideally suited to making driving history.

Later, equipped with the permission of our bosses, we were taken out to the BMC rally workshop to look at the car they were kind enough to offer.

It was the hot pink, black and white Morris which Evan Green and "Gelignite" Jack Murray had taken on car-versus-plane race around Australia. It was very dirty and, some might say, vulgarly ostentatious. But to us it was a thing of beauty and, let's be honest, mystery.

"What modifications would you like made, do you think?" a BMC man asked.

"How sweet of you," I said warmly. "Perhaps a light over that make-up mirror . . .?" Eileen was measuring the bed with her eye and murmuring about chintzes.

BMC exchanged significant glances and did not bother us with many more technical details.

We were left to the vital business of collecting Turkish, Italian, Indian, etcetera, phrase-books and learning the appropriate words for "left", "right", "straight ahead", "where is the lavatory —NRMA?" and "don't shoot, we have travellers' cheques".

I explained all this to the old rally driver. He was strangely unimpressed, not to say frantic.

"What you need," he said, "is practice," and he outlined a pretty solid schedule for us . . .

Map-reading over filthy roads, changing wheels in a cloudburst, sleeping with a maniac woman at the wheel and dealing with unfriendly Kings of Beasts in the jungle aren't the sort of things you can get much practice at without actually doing them. And we had no wish to do them until it was absolutely necessary.

Nonetheless, with the guidance of our friend, we took our practice seriously.

Changing wheels in simulated storm conditions was an exercise in masochism.

We enjoyed making the mud-bath to put the car in, with hose, shovel, and bare feet. But then Eileen sat on the roof of the car slinging buckets of water over me while I fumbled grumpily with the jack, and Jenny worked a massive pair of bellows . . .

It will give you some inkling of what my trip will be like when I tell you that Eileen's idea of humour, on a cold day, is to dump a tray of ice-blocks into the rain-machine. Eventually, using warm water, we got our wheel changes down to a couple of minutes.

Familiarising ourselves with wild animals had its moments.

We both enjoyed our trip to the Zoo. But our over-zealous friend introduced us to a chimpanzee of his acquaintance, and he upset us a little: he turned out to be splendid at map-reading.

There was some speculation that he might be put in the team to replace me, but fortunately it

turned out that he couldn't reach the pedals.

It was suggested that we learned to map-read while bouncing on a trampoline. I pointed out that, with my known prowess on a trampoline, this was likely to maim me vitally. I suspected that it might mean dementia or death for Eileen and Jenny, too.

We compromised by putting the maps on the floor and learning to read them off while Relaxing With Roma and Swinging With Sue.

After all this, sleeping in the car was a snack. The neighbours, who can see perfectly good empty beds inside our houses, think it a little eccentric.

Shooting-practice was a little more difficult. The Australian authorities frown on potting at pedestrians from moving cars, even with blanks.

We compromised by running around trees shooting at them. "Your aim is frightful," our friend said, "but I don't suppose you actually want to hit anyone — just scare them." "Rest easy on both counts," we said.

And there is it.

We can hardly wait for the Marathon to begin. Equipped as we are, it seems probable that fame and fortune lie just around the corner.

"Ladylike Australian Women's Team Carry Off All Big Prizes" . . . a mad dream, I would have said once. But not now!

—**Marion Macdonald**

WHAT MAKES THE RALLY INTERNATIONAL?

UNTIL NOW the toughest international rally in the world has been the East Africa Safari. If you spoke English, some Afrikaans and perhaps a little Swahili you could muddle through. In the end, a handful of money waved at some native bystanders would always get you towed out of a bog.

But in the London-Sydney Marathon it will be desirable to have a working knowledge of Urdu, Esperanto, lower Afghanistani dialect and possibly even English.

This is the most international rally ever run. Cars have come from Britain, Australia, America, Soviet Russia, France, Germany, . . . the drivers include a Russian named Liffhits and an Indian called Gandhi . . . the route crosses dozens of borders. . . .

Organisers can go so far in helping competitors with the problems of country and language, but a lot has to be left to the crews. The comprehensive route guidance notes given to every team months ago, detailed rates of exchange, border procedures, and dozens of other small items of valuable information.

But each team, realising that there was hardly any allowance for

time lost through breakdowns or servicing, was still faced with the problem of keeping the cars going.

In a normal rally, car manufacturers and tyre and oil companies like Dunlop and Castrol literally "shadow" the rally route with service vehicles and crews.

But the London-Sydney is so far and so fast that a complete rethink was needed. Both Castrol and Dunlop have been working for months on a complex network of oil and tyre supplies stretching halfway across the world.

Both companies are, of course, quite used to this. Both have been knee-deep in motor sport for the last 50-odd years.

In fact, it was a Dunlop employee, Harry James, who started motor sport in Australia with a "demonstration" run at Aspendale racecourse in Victoria in 1904.

Castrol is now one of the major sponsors of motor sport in the world. In Australia, their drivers include the famous Geoghegan brothers, the works Nissan team and the BMC works cars.

Overseas, they look after world motor cycle champion Mike Hailwood, the BMC works rally team of Hopkirk - Makinen - Aaltonen -

Fall, and the Ford rally team, as well as Polish driver Sobieslaw Zasada, who last year won the European Championship. One of their more famous operators is expatriate Australian Paul Hawkins, one of the world's greatest sports car drivers.

Castrol car and bike wins have been chalked up at Daytona, Singapore, Wisconsin, Sebring, Le Mans, Barcelona and the Isle of Man.

On the other hand, Dunlop has been designing and producing racing tyres for scores of years. For one period of about 15 years up to 1965 Dunlop was the only tyre company supplying racing tyres to World Championship Grand Prix cars.

The choice of racing tyres has become so wide that there are now special tyres for wet and dry racing, for ice and snow, for wet and dry gravel.

The London-Sydney competitors will be able to call on six different types of Dunlop tyre for varying terrain and climate.

It is this sort of wide experience in servicing motor sport of all kinds all over the world that makes Castrol and Dunlop, and other major companies like them, so involved in this great Marathon.



Finnish rally drivers in full flight in their Lancia Fulvia in last year's Austrian Alpine rally. Car 22 in the Marathon is a Lancia Fulvia.

—Photo from Castrol Austria.

CONPRESS PRINT. SYDNEY

BECAUSE THIS IS A NEWSPAPER GEARED FOR ACTION

What else—other than a great newspaper—could pump life and reality into dreams of adventure beyond the resources of normal enterprise?

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On November 24 ... the greatest motoring
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THE LONDON TO SYDNEY MARATHON

THE TELEGRAPH IS A PAPER TOUCHED BY ADVENTURE