



A Message from
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.

Max Aitken

DAILY EXPRESS LONDON — SYDNEY MARATHON

OFFICIALS

HONORARY STEWARDS

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

STEWARDS OF THE MEETING

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

ORGANISING COMMITTEE

T. E. B. Sopwith (Chairman)
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

Address of the Organising Committee and all Officials:

DAILY EXPRESS,
LONDON-SYDNEY MARATHON,
121 FLEET STREET, LONDON, E.C.4

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TIMETABLE

All times are approximate for the first car

1 Saturday, November 23rd, 1968

10.00 Rally Control Headquarters opens in London. Issue of competition documents, examination and sealing of cars.

2 Sunday, November 24th, 1968

14.00 Start of Marathon.
19.00 DOVER - Competitors cross English Channel.

3 Monday, November 25th, 1968

02.32 PARIS.
15.52 TURIN.

4 Tuesday, November 26th, 1968

13.04 BELGRADE.

5 Wednesday, November 27th, 1968

05.35 ISTANBUL.
18.00 SIVAS.
20.45 ERZINCAN.

6 Thursday, November 28th, 1968

20.16 TEHERAN.

7 Friday, November 29th, 1968

20.49 KABUL (Arrival).

8 Saturday, November 30th, 1968

03.12 KABUL (Departure).
04.12 SAROBI.
23.07 DELHI.

9 Sunday, December 1st, 1968

21.58 BOMBAY

10 Wednesday, December 4th, 1968

20.00 BOMBAY (Depart in s.s. *Chusan*).

11 Friday, December 13th, 1968

08.00 FREMANTLE (Arrive in s.s. *Chusan*).

Details of the Fremantle-Sydney route to be notified later.

OUTLINE OF THE ROUTE TO BOMBAY

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

Note: T.C. - Time Control.

TIME ALLOWED BETWEEN CONTROLS

LONDON	-	CALAIS	8 HRS
CALAIS	-	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 hrs. 00 mins.
SAROBI	-	DELHI	17 hrs. 55 mins.
DELHI	-	BOMBAY	22 hrs. 51 mins.

REGULATIONS

Article 1 – General

- (a) The Daily Express London-Sydney Marathon is an international competition promoted and organised by the Daily Express and the Sydney Daily Telegraph in conjunction with the Royal Automobile Club of Great Britain and the Confederation of Australian Motor Sport.
- The event will take place from November 24th, 1968, until the arrival of Competitors in Sydney, Australia, about December 17th, over the route specified by the Organisers, and is held under the International Sporting Code of the Federation Internationale de l'Automobile (F.I.A.), the General Competition Rules of the R.A.C. and these Regulations. R.A.C. Permit Number RS/4143. *START CRYSTAL PALACE UPPER NARWOOD, LONDON SE 19*
- (b) Documentation and the issue of Road Books and identification of vehicles will take place on Saturday, November 23rd. *AT CRYSTAL PALACE - TIME F.B.N.*
- (c) The only rest periods specifically provided for Competitors between London and Sydney will be as follows:—
- (i) Kabul – Approximately 6 hours.
 - (ii) Bombay – From time of arrival of first car to the sailing time of the s.s. "Chusan" – approximately 70 hours.
 - (iii) A period of 9 days during which all Competitors and their cars remaining in the event will be on board the s.s. "Chusan" from Bombay to Fremantle. Competitors may not make individual travel arrangements.
- These will be known as neutralised periods and the cars will be in "Parc Fermé".

Article 2 – Entries and Drivers

- (a) Every member of a car's crew will be deemed to be a Driver and must hold a currently valid Driving Licence and International Driving Permits appropriate both to the vehicle and to the countries in which the vehicle will be used.
- (b) A Competition licence issued in accordance with the International Sporting Code of the F.I.A. will be required by any person whose entry is accepted. In the case of entries not coming within the jurisdiction of the R.A.C., approval of the appropriate F.I.A. National Automobile Club will be required.
- (c) Each car must carry not less than two Drivers and not more than four. The number of persons in the car shall not be varied and the crew must not be varied during the event. No Driver will be allowed to compete if under 17 years of age. Any Driver under 21 years of age must have written permission from a parent or guardian which must accompany the entry form.
- (d) Each Competitor must be covered by insurance, required by the authorities, for those countries through which the car will travel, as detailed in Article 7.
- (e) If the entrant is not a crew member, the first Driver nominated on the entry form shall be deemed to be his agent. Whenever an entrant is referred to in these Regulations, this shall also mean his agent if appropriate.
- A co-Driver may be changed up to 48 hours before the start of the event, provided that notice in writing is given to the Organisers. This will be possible only if the substitute Driver is in possession of the correct visas, and has had the necessary licences, and has had the necessary vaccinations.
- (f) The entry fee is £550, and the following is included for this sum:—
- (i) Cross-Channel fare for each car and two Drivers.
 - (ii) India-Australia boat fare for each car and two Drivers. A surcharge of £125 will be made to cover the fare of any additional Driver in the car.
- (g) Hotel accommodation is difficult to arrange in Bombay and Sydney. Block bookings will therefore be made by the Organisers

but payment for such accommodation is the responsibility of each Competitor.

Article 3 – Application for Entry

Applications for an invitation to enter the Marathon may be submitted forthwith. An application must:—

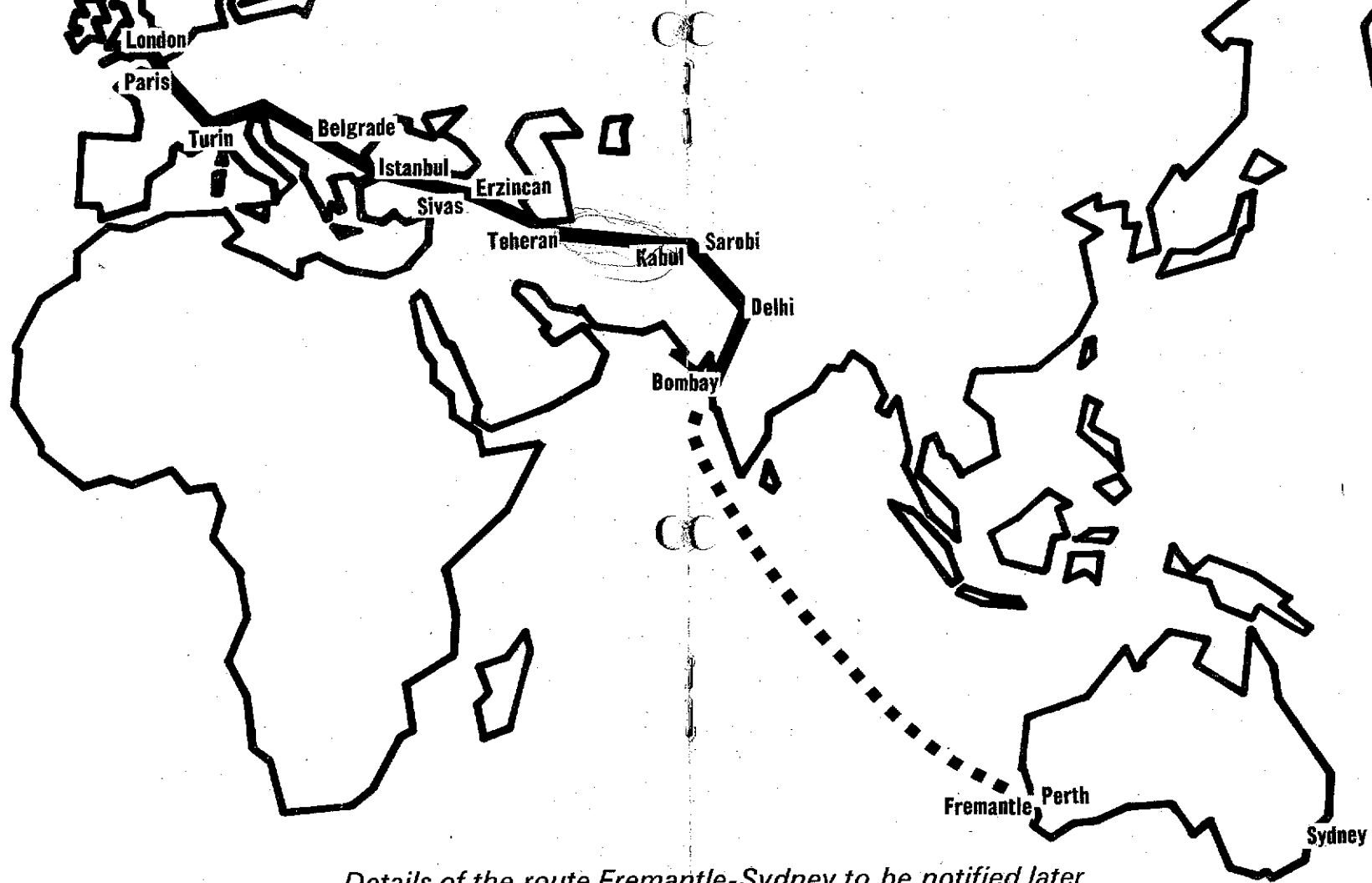
- (a) Be made on the official form which must be completed as specified.
 - (b) Overseas entries must be accompanied by proof of approval of the appropriate F.I.A. National Automobile Club.
 - (c) **BE ACCOMPANIED BY A REMITTANCE FOR THE APPROPRIATE ENTRY FEE IN FULL**, or in the case of foreign entries by a receipt indicating that the entry fee has been deposited with their National Automobile Club.
 - (d) The Committee will invite up to 100 competitors to participate, of which the first 70 in general classification at the Bombay Control will continue to Fremantle. Those competitors reaching Bombay before the sailing time of the ss. "Chusan" but not classified amongst the first 70 will qualify for a refund of £250.
SAILING DEC. 4th 2000RS.
 - (e) Entries must be received by **SATURDAY, JUNE 1st, 1968** at the following address:—
The Secretary,
Daily Express,
London-Sydney Marathon,
121, Fleet Street,
London, E.C.4
- Entries from Australia to:—
Australian Consolidated Press,
London-Sydney Marathon,
P.O. Box 4088,
G.P.O. Sydney 2000,
Australia.
- (f) Formal notices to those accepted will be posted on Monday, June 10th, 1968. Applications which are not accepted will be notified on this day.

Article 4 – Eligible Cars

- (a) The Marathon is open to four-wheel passenger cars with not more than six seats and their estate car derivatives. Commercial vehicles, motorised caravans and four-wheel drive vehicles are not eligible. Competing cars cannot be driven on any form of trade plate.
- (b) The mechanical specification of the car is free.
- (c) An entrant shall be entitled to display on the competing car publicity material as specified below.
 - (i) The names of the entrant, Drive, and make of car on either side of the car so long as the following sizes of letters are not exceeded: 4½ inches for one display, 4 inches for a second display and 3½ inches for a third display.
 - (ii) No display exceeds an area of 55 square inches (355 sq. cms.). *NO LIMIT ON NUMBER.*
 - (iii) Adjacent displays are not of related material so as to form one advertisement.
 - (iv) No display shall contain offensive material.
 - (v) All displays shall be in position on a car when it is presented for scrutineering.
- (d) Before the start, cars will be examined in order to identify them as being in accordance with details of entry and eligibility. Each crew shall sign a starter's sheet and will, in addition, sign the Road Book in the appropriate place against a **PASSPORT SIZE PHOTOGRAPH** which must be supplied by Competitors at scrutineering. *2 PASSPORT PHOTOS.*
- (e) The following components will be marked and may not be changed, on penalty of exclusion.
 - (i) Engine.
 - (ii) Body.These markings will be checked at various points along the route.
- (f) Following scrutineering a list will be posted of those vehicles which have been examined and accepted. One hour will be allowed after this list is posted for any Competitor or Entrant

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Details of the route Fremantle-Sydney to be notified later.

to protest against the eligibility of any vehicle which has been accepted. After this period NO PROTEST about eligibility will be allowed.

- (g) Successful cars will be examined at the conclusion of the event in respect of details of eligibility.
- (h) The Organisers reserve the right:—
 - (i) To check the eligibility of any car during the event.
 - (ii) To exclude any car either before or during the event which is deemed not to be roadworthy or of an appearance not compatible with the event.

Article 5 – Identification of Cars

Competitors must have their competition number painted on each front door. The number must be black on a white circle of 16 inches diameter. The height of the numbers must be 11 inches and the line width 2 inches. A Competitor may not display publicity material on either front door.

Two identification plates will be supplied by the Organisers which must be displayed at the front and rear of the car. Failure to display these identification markings at any time during the event will entail exclusion, unless it can be shown that such failure resulted from circumstances outside the control of the Competitor.

Article 6 – Formalities for Car Checking Before the Start

- (a) Verification to check that the cars are roadworthy and meet the standard required for an event of this type.
- (b) Marking of body and engine.
- (c) All cars must be fitted with laminated wind screens.

Article 7 – Insurance and Indemnities

- (a) The Organisers decline liability in any accident caused by or to Competitors and the competing cars during the whole of the event. The Organisers also decline any liability for breach of the laws and regulations of the countries covered by the itinerary. Competitors shall be held entirely responsible for any accident or breach of laws in which they may be involved and shall declare to the Organisers particulars of any incident from which liability may arise and shall indemnify the Organisers in regard to any liability. An entrant shall have no claim against the Organisers arising out of any action of the Organisers, their servants or officials, during the course of the event.
- (b) The Organisers are seeking to obtain Third Party Insurance for all entrants while competing in the Marathon and travelling through the following countries:— England, France, Italy, Yugoslavia, Bulgaria, Turkey, Iran, Afghanistan, West Pakistan, India, Australia. Competitors may only enter countries covered by their insurance. *NO ENTRY SWITZERLAND*
- (c) Acceptance of an entry will be conditional upon the entrant paying the appropriate premium for any Third Party Insurance that the Organisers may obtain.
- (d) Entrants and Drivers will be required to sign the following declarations:—

“I have read the Regulations issued for this event and agree to be bound by them and by the General Competition Rules of the Royal Automobile Club. In consideration of the acceptance of this my entry, I agree to save harmless and keep indemnified Beaverbrook Newspapers Limited and the Daily Express, the Royal Automobile Club, the Australian Consolidated Press and the Sydney Daily Telegraph, the Confederation of Australian Motor Sport and their respective officials, servants, representatives and agents and all owners and tenants of private property traversed by this event, from and against all actions, claims, costs, expenses and demands in respect of death or injury to myself, howsoever caused arising out of or in connection with my entry or my taking part in this meeting and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their officials, servants, representatives or agents.

”

"I declare that I accept any arrangements which the Organisers may make in respect of Third Party Insurance and understand that acceptance of an entry will be conditional upon paying the appropriate premium.

"I declare that the drivers possess the standard of competence necessary for an event of this type to which this entry relates, also that the car entered is suitable and roadworthy for the event."

- (e) Competitors wishing to insure against the risks of damage to the car, Passenger Liability and Personal Accident may do so by making application direct to:—
Thomas Nelson (Insurance) Ltd., Mariner House, Pepys Street, London, E.C.3.

Article 8 – Starting Order

- (a) The order of starting for each Competitor will be determined by Public Ballot.
- (b) Cars will be started in numerical order from London, Kabul and Perth at intervals of 1 minute.

Article 9 – Control of the Event

- (a) Competitors are free to select a route between Controls unless instructions are issued by the Organisers to follow a specified route. The Organisers reserve the right to establish Passage Controls to determine that a specified route is followed by Competitors.
- (b) The onus of finding the route and reporting at Controls rests solely with the Competitor.
- (c) Where instructions are given for Competitors to approach a Control from a given direction, the penalty for not so doing is exclusion.

- (d) A Competitor may not invoke any case of "Force Majeure". In particular, any delay he may incur as a result of a road incident, ferry or frontier crossing will not be considered grounds for compensation of time.
- (e) It is forbidden on pain of exclusion for a car to be towed except where it is necessary to bring it back on to the road following an accident, and on condition that this operation ceases when the car is returned to the road.
- (f) Under pain of exclusion no car may be moved other than by its own power, except:—
- (i) By a public ferry.
 - (ii) By gravity.
 - (iii) By its crew.
- (g) Any Competitor failing to observe the required Customs formalities at Frontiers will be excluded from the event.
- (h) Competitors shall always drive and conduct themselves in a manner which shall not discredit the Event or arouse adverse public opinion. Failure to do so, or any instance of a Competitor appearing to drive in a negligent manner, or failing to comply with national or local traffic regulations or frontier regulations or being convicted of any driving offence committed during the event, or committing any breach of these Regulations may be penalised by exclusion or by withdrawal of an award.
- (i) Each entrant will be supplied with a Road Book containing a Time Card. These and any other documents for use during the event will be issued at the start. All matter in these documents shall have the force of these Regulations. The onus of ensuring that all entries required in the Road Book are made correctly, rests with the Competitor. Any entry which appears to be ambiguous or illegible will be deemed not to have been made.
- (j) No assistance may be expected from the Organisers. Competitors are responsible for ensuring that they are supplied with fuel, oil, water, etc.

Article 10 – Rights of Promoters and Entrants

Promoters

- (a) The Organisers may at their discretion add to the present Regulations or issue further written instructions which shall have the same legal force as these Regulations.
- (b) No oral instructions given to Competitors shall be valid if these modify any instruction given in writing.
- (c) Should the Organisers consider any section of the route to be impracticable, or for any other reason they may consider valid, they reserve the right to change the route, establish or abolish Controls, adjust the times for the arrival of cars at a Control, eliminate a section and in general make all necessary arrangements for the smooth running of the event.
- (d) Competitors will be notified at the last preceding Control of any change mentioned in Article 10 (c).
- (e) Competitors are responsible for making themselves familiar with any announcements that the Organisers issue in Bulletins or display on official Notice Boards at the following Controls: The Start, Kabul, Bombay, Perth, on board the "Chusan" and at the finish.
- (f) The Organisers may distribute the awards at their discretion if through unforeseen circumstances the event is stopped before its scheduled completion.

Entrants

- (g) An entrant shall have the right to claim a refund of entry fee if:—
 - (i) The event is cancelled before the start or if the start is postponed for more than 1 week.
 - (ii) An entry is withdrawn before June 1st, 1968.
 - (iii) An application is not accepted.

Article 11 – Parc Fermé

At all places where cars are in Parc Fermé, no Competitor may work on his car or have access to his car. The penalty for not observing this rule is exclusion.

Article 12 – Timing

- (a) At any Control, only the official time as declared by the Controller in charge or the appointed Timekeeper will be recognised. No dispute or claim will be considered in this respect.
- (b) The timepiece will be set according to the official time of the country. The official timepiece will always be displayed to Competitors on request.
- (c) The time of reporting at Controls will be recorded to the preceding whole minute (e.g. 09 mins 59 secs will be recorded as 09 mins).
- (d) The term "Scheduled Time" means the time of day an individual Competitor is required to be at a Control. The time of arrival at or departure from any Control will be taken as the time at which the Time Card is presented to the Timekeeper by a member of the crew. A Competitor who is late at one Control may make up the lateness he has incurred and at the next Control report at his correct scheduled time, but the penalty for lateness at the previous Control will not be cancelled.
- (e) Competitors will be given a target time in which the distance between one Control and another must be covered. Therefore Competitors who are late at one Control may be an equivalent amount late at a succeeding Control or Controls without incurring further penalty, subject to a maximum lateness as detailed under Article 14 (b) and (c). Over this margin the Competitor will be regarded as having failed to report at the Control in question.
- (f) If at any time a Time Card is presented before the scheduled time then this actual time will be noted, but Time Cards will be held and under no circumstances will a Competitor be allowed to leave any Control in advance of his scheduled time.

(g) MUST LEAVE START WITHIN ONE HOUR OF START TIME. SIMILAR PERTH. PENALTY EXCLUSION.

Article 13 – Time Cards

- (a) The Competitor is responsible for presenting the appropriate Time Card which is included with the Road Book at all Controls and ensuring that it is correctly marked by the official in charge of the Control. Any entry not accompanied by the official stamp and signature of the official in charge will be deemed not to have been made and in appropriate circumstances the Competitor will be deemed not to have reported at the Control.
- (b) Loss of the Time Card means exclusion from the event.

Article 14 – Method of Operating Time and Passage Controls

Time Controls

- (a) Will be open at least one hour before the due time of arrival of the first car.
- (b) Will close 6 hours after a Competitor's scheduled time of arrival at Controls up to and including Istanbul.
- (c) Will close 12 hours after a Competitor's scheduled time of arrival at all Controls after Istanbul up to and including ^{DELHI} ~~Bombay~~.
Closing time for Controls in Australia will be notified later.
BOMBAY CONTROL LATE TIME 16.21 DEC. 4TH 18.00 NE CAR NO 100
- (d) A Competitor not reporting at a Control within his scheduled time ^{IT IS GIVEN FOR HIM} will be deemed to have missed the Control and will receive a penalty of 24 hours.
- (e) Competitors will be free to pass a Control for the purpose of parking while waiting to record their arrival at a Control.
- (f) A competing car must be within 50 metres of the Control at the time a driver hands in his Time Card.

Passage Controls

- (g) To check that cars are driven over the whole route, Passage Controls will be operated. These will be placed on a clearly defined part of the route and will be well marked by sign boards.

- (h) For missing a Passage Control a Competitor will receive a penalty of 24 hours.

Article 15 – Assessment of Performance

An order of General Classification will be announced. Marking throughout the Marathon will be on a TIME BASIS, all times being cumulative. The most meritorious performance will be that of the Competitor who has the least time recorded against him. Penalties are:—

- (a) For every minute late in reporting at any Control at which a time must be recorded. 1 minute
- (b) Failure to report at a Control. *BETWEEN LONDON – BOMBAY* 24 hours
- (c) Departing from a Control before the scheduled time. 24 hours
- (d) For changing either of the items identified at the start:—
 - (i) Body Exclusion
 - (ii) Engine Exclusion
- (e) For working on a car in a Parc Fermé. Exclusion
- (f) Failure to comply with any of the requirements of the Regulations, Road Book or Official Instructions for which another penalty is not applied. Exclusion
- (g) For leaving bills unpaid whilst taking part in the Marathon. Exclusion
Under no circumstances may bills be referred to the Organisers for payment.
- (H) *TIES : COUNT BACK SYSTEM.*

Article 16 – Arrival and Final Verification

On DECEMBER 4th, prior to the cars being loaded on board the s.s. "Chusan", a period of one hour will be allocated to each Competitor, during which time the fuel tanks must be drained. From the time of arrival at Sydney and until technical checking has been carried out the following day, the cars will be placed in Parc Fermé.

Article 17 – Protests

Any protest must be made in writing by the Competitor or his representative and duly signed. It must be supported by witnesses or material proof and accompanied by a deposit of £10.0.0d. which will be refunded if the protest is upheld. If the protest concerns a competitive factor while the event is in progress a Summary of the Complaint must be made in writing and handed in at the first Time Control after the occurrence of the facts under dispute.

The latest times for lodging a protest are as follows:—

(i) Competitive factor:— Within 30 minutes of arrival at Kabul, Bombay or Sydney.

(ii) Classification of Results:— Within 60 minutes of being posted up on the Official Notice Board.

Protests will be heard at the finish of the Marathon at Sydney.

Article 18 – Awards

Trophies and cash prizes will be awarded to the entrants of cars completing the Marathon as laid down in the Regulations.

First Prize: THE DAILY EXPRESS TROPHY and £10,000.

The distribution of a substantial prize fund will be notified in due course.

Team Prize:

The Team Prize is awarded to the team of three cars of the same make and type which are classified as finishers, with the lowest aggregate time. Entries must be nominated on the special entry form and received by July 31st, 1968.

Article 19 – Publicity

No performance in the event may be advertised before publication of official results.