



5th June to 4th July 2004
Organised by Trans World Events

As a first timer what do I need to know about taking part on the London-Sydney Marathon:

OK, the first thing to know is that on the six major events we've run in the past ten years over 15% of the entrants have been first-timers. But let's start at the beginning. There are two events.

The Clowes Cup is designed to make it really easy for first-timers. To start with you can take a car that doesn't need any special preparation, and all you need is your regular driving licence.

Your car can be any suitable vehicle from a 4wd to a Classic.

The competition normally involves two "Regularities" per day. These require some spirited driving over demanding roads (tarmac and gravel) to maintain a fairly low average speed. It's not about outright speed.

The only piece of equipment you'll need to fit to your vehicle is a computerised digital odometer (Terratrip or similar) that accurately measures distance travelled to two decimal points of a kilometre. This is to help you navigate. You also need to carry a first aid kit, fire extinguisher and a warning triangle, but that's about it.

You don't need to be an ace map reader either. We provide a Road Book which tells you where to go by means of simple diagrams. Novices have driven 16,000 kms from here to Australia using our Road Books without getting lost.

But don't think it's all about driving. The time schedule allows some time to visit places of interest en route and good food and drink are often the preferred option in the evening.

Then there's **The Rally**. This is where it gets more serious. You'll run over "closed road" special stages which are timed to the second. To do this you'll require a rally prepared car and an international grade competition licence issued by your country's governing body of motor sport.

In the UK, getting an international licence involves a day at a rally school and then taking part in four 1-day events to prove your competency when you can get your competition

licence upgraded to International status. Other countries have similar arrangements – contact your motorsport governing body for details.

Now, what sort of car can you run in the Rally on the London-Sydney Marathon? You can use a pre-'78 rally prepared Classic or you can take a standard showroom car under 2-litres and prepare it to rally specification, and that's a lot easier than you might think.

It's sensible to look for a car no more than 5 years old and in good condition. To make it eligible the following is a list of the main FIA-approved bits you have to fit to satisfy the rules. The prices shown in brackets are those shown in the Demon Tweeks catalogue – a one-stop shop for motor sport equipment. Although UK based they will export to other countries and you can order over the Internet.

(Demon Tweeks can be found at www.demon-tweeks.co.uk or Tel +44 (0)1978 664 466 and ask for a catalogue.)

Competition seats (from £150 each), 6-point seat belts (from £110 each), a plumbed-in fire extinguisher (from £250), ignition and battery cut-out switch (£40) and a roll cage (from £350). These are the must-have bits. You can go on from there with a sump guard, competition shock absorbers, brake pads and so on. And of course you'll need some rally tyres as well.

Our Scrutineer is also available to advise you on preparation and permitted modifications.

Rally Office is also always happy to assist and advise. After ten years and 100,000 kms of rallying taking over 600 competitors across five continents we like to think we've ironed out a few of the wrinkles. Call Rally Manager Ron Jackson on +44 (0)1670 738 048 or send him an e-mail at ron@twerally.com. Check our website for regular updates as well www.twerally.com

Lots of time to get yourself and your car organised but the important bit is to get your entry application in.