

The



Checkpoint

Official Publication of the Arrowhead Sports Car Club

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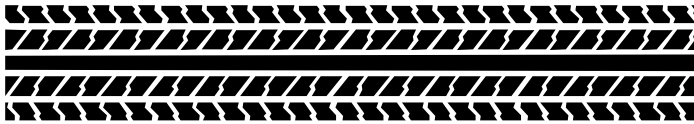
Volume 41

March 2000

Number 2

Skid Marks

----by Bill Taylor



Winter Rallye Series Update

In this issue we bring you an update of the 1999-2000 ASCC Winter Rallye Series. Unfortunately, we don't have a consolidation of series driver and co-driver point standings as of the time we go to press. There is also one more series rallye yet to this coming weekend in the UP. We will try to provide a series wrap-up in the next issue.

What we do have for you in this issue is the results of the three events run to date. We have also shamelessly stolen a story about the Minnesota Winter Rallye from Bob Carter (OK, we stole it second hand from his web site.) Our version is edited down. Check out his site for the full version. Thanks, Bob, for your observations and, since I've given full credit, I hope you won't be filing suit.

By the way, you note that Diane Sargent pulled you out of difficulty a couple of times. Be advised, she swears she learned a lot from being on the pulling end of the tow strap for a change. I know that Tobin Goetz had his education expanded by running with Diane that night. He saw a new side of the rally game and is more interested than ever in the sport. He's muttering about looking into PRO-Rally.

Around The World Challenge.

Look at your calendars. What are you doing around the end of June? Check out Tim Winker's notes on a world-level event that will be passing through town June 29-July 1.

This is a chance to see something very rare. Just what our role will be in the event will be is as yet unknown. Discussions will continue. Might well be worth your while to make the next meeting.

Elsewhere you will find a list of entries (updated as of 2-10-00.) Also you will find a description of the route for June 29 - July 1 and the overall description of the event provided by the organizers.

Looks like the route is going to use some of the stages of the Ojibwe and LSPR rallies. Considering some of the roads the rally will have covered crossing China, these stage roads will seem pretty tame.

--nuff sed



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None this month.

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Submissions

Submissions to *The Checkpoint* may be typed, handwritten, composed on diskette or transmitted by e-mail. All submissions should be sent to the editor at the above address

Computer disks with text should be in an IBM compatible format. If material is submitted as an attachment to an e-mail message, notify the editor before submitting. No unknown e-mail attachments will be opened. Deadline for submission is the last Thursday of the month for the following month's issue.

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Matters of Record Minutes of Meetings

January Minutes not available.

February 10, 2000

**James Supper Club
Arrowhead Road
Duluth Minnesota**

Board Meeting

Omitted - No business to discuss

General Membership Meeting

Called to order at 8:40 PM

Minutes not available

Roll Call - waived

Reports:

Vice President: - Not available

Secretary: NTR

Treasurer: \$1,018.57 in the club account.

Membership: Total club membership is 14.

New/renewed members include

Bob Carter

Mike McConnell

Paul & Kim Rosholt

Membership chair needs the Continental and Archer Cups to get them engraved for presentation to 1999 winners. He also needs points awards from rally masters.

Competition: NTR

Publicity: NTR

Old Business:

Minnesota Winter Rallye: 10 cars entered. Nobody went into the ditch permanently. Diane learned what the 4-Lo lever in her truck is for.

Sno*Fall II: 7 cars entered. Lots of novices. Team of Larson/McConnell bent the truck on a tree and won the event.

New Business

Around The World In 80 Days Rally.

Information provided by Ron Harshman, Twin Ports Coordinator. Much discussion of what may transpire but little is known of what may be needed. Rally entrants and entourage will be staying at the Holiday Inn. Anticipate 45+ cars and 90-150 people. More information on the rally itself is contained elsewhere.

Winter Rallye in the UP.

Scheduled for 3-4-00. Jokela/Anderson and Sargent/Hofslund may represent ASCC.

Ashland Ice Race

scheduled for Feb. 13-15. Schedule of events available from Diane Sargent.

Village Pump, Solon Springs. Hosted two winter rallyes this season. Owner would be willing to host a SCCA Club Rally. He would be willing to help with the City, County and other local authorities. Would also try to get Lion's club and local snowmobile club to help with such an event.

Highway Clean-Up will continue for two more years.

Upcoming Events

St Urho's Day rally will be a gimmick rally

Fitgers' Rallies may be revived

Diane is working on a **1st Day of Summer** beginning trap rally.

Headwaters Club Rally shed. For May 13th weekend.

!st Brainerd Race weekend will be May 20th.

Meeting Adjourned at approx. 10:00 PM.

Bill Taylor won the raffle.

Respectfully submitted
Bill Taylor, Secretary



Around the World in 80 Days Challenge

Hey all:

It's a little over 4 months until the Around The World in 80 Days Challenge arrives in Duluth, and several of you have expressed an interest in getting involved. We know very little so far, other than the rally has a one day stopover in Duluth on June 30. The rally travels from Jamestown, ND to Duluth on 6/29, and from Duluth to Marquette, MI on July 1.

There are plenty of jobs to do, even without knowing more about the event. First and foremost is contacting any, and hopefully all, automotive repair shops and asking if they would be willing to help if needed. One or two people could handle making up a mailing list, sending out details, and following up with phone calls as needed.

Since this is a rally, checkpoint workers will be needed. We don't yet know how many or when, but get the word out and tell your members to save the 29th and 1st if they would like to be a part of the rally.

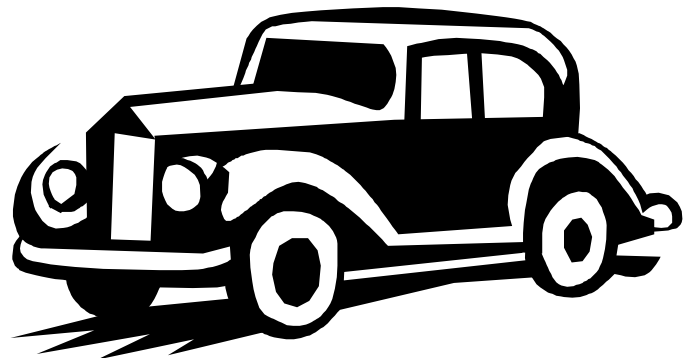
I'm sure there will be some sort of Parc Expose / Display of Competing Cars, and bodies will be needed to answer questions of the general public. Arrowhead Sports Car Club is planning some sort of informational display, and I would imagine other clubs will have some way to promote their organization.

A social gathering? Probably, but unknown at this time what sort. My preference would be something to share local flavor, such as a Lake Superior Fish Boil. Ron Harshman has already done some work toward a social event, but since there is a little time, other suggestions are welcome.

Sponsorship of a social event or making up posters would be a good idea, so someone will be needed to sell the advertising and to make sure the sponsors get what they pay for.

We will be discussing the RTW event again at the next ASCC meeting on 3/9/00 at James Supper Club in Duluth. Updates and details will be posted on the ASCC web site: www.arrowheadsc.org.

Tim Winker



1999 ASCC Sno*Fall Rally

At least there's more snow than last year. That was the general consensus of participants at the final rally of 1999 (the first of the 2000 Winter Rally Series), who remembered that the 1998 version of Sno*Fall was rather muddy with no snow to be seen. Warm temperatures -- and Wisconsin deer hunting season -- forced a postponement of the rally by one week, as rallymaster Tim Winker hoped for roads to smooth out from freezing instead of the quagmire caused by warmer temps and loads of traffic, for some snow to cover the roads, and for the hunters to return to other pursuits.

The postponement caused the loss of a competitor or two, so only three teams lined up for the start at The Village Pump in Solon Springs, Wisconsin. The odometer check and first leg took them to the sandy, rolling hills west of Gordon for some smooth, but winding surfaces and even some ice in protected areas. Then it was north to some rougher roads, starting with Holmes Camp Road (sight of the Great Windshield Bash of '98) and Jackson Box Trail. Jackson Box, in particular, was rather rough, and a CAST 36 was sufficient to keep competitors hard on either the gas or brake pedals. Lucas Road was a bit better, but still a challenge. Then it was south on Gregerson Road, another trail where a driver is seldom traveling in a straight line. That brought the teams in to Solon Springs again for a break.

The team of Dave Houser and James Bialas needed the break to repair the exhaust on their Merkur XR4Ti. Rallymaster Winker had expressed some concern about the use of 60-series tires - even though they were snow tires - due to the roughness of some roads, but the crew said the failure came about on an off-course (though not off road) excursion.

The second half of the route returned to Gregerson Road in the opposite direction, and to such favorite Western Wisconsin trails as Breitzman Lake Road, Summit Tower Fire Lane and Empire Wilderness Trail.

Appropriately enough, a light snow fall caused Breitzman Lake and other roads to become a bit slippery, particularly on shaded corners where ice became hidden under the powder. Ruts on Empire - a leftover from hunting season - caused a bit of concern, but all teams made it through.

without incident. The route was intended to give competitors a chance to look at a potential ClubRally course, or at least to practice on some roads quite like those used on ProRallies, and with ProRally style instructions. Unfortunately no ProRally / ClubRally teams took the opportunity, so the plan for a ClubRally in that area has been dropped.

Since only three teams chose to participate, organizers may use the same course for another Winter Rally in February 29, 2000.

Sno*Fall Winter Rally

Dec. 11, 1999

Official Results >

<u>Car#</u>	<u>Driver/Navigator</u>	<u>Car</u>	<u>1</u>	<u>2</u>	<u>d3</u>	<u>4</u>	<u>d5</u>	<u>6</u>	<u>d7</u>	<u>8</u>	<u>d9</u>	<u>10</u>	<u>Total</u>
1	Scott Forehand/Gary Starr	Audi	4	5	0	0	0	0	3	4	0	0	16
3	Randy Jokela/Jon Anderson	Toy PU	0	0	3	0	0	0	5	3+5	0	3	19
2	Dave Houser/James Bialas	Merkur	3	0	5	60	0	25	7	55	60	32	242

Workers:

Rallymaster	-	Tim Winker
RM Asst.	-	Diane Sargent
Controls	-	Mark Strohm
Lead /Sweep	-	Bob Carter, Don Schafer

Sno*Fall 1999

6 Open controls, 4 DIYC (3,5,7,9)
140 miles total distance

Minnesota Winter Rallye 2000

January 15, 2000
Cloquet, Minnesota
Carlton and Saint Louis Counties

Official Results

OA = Overall

CL = ASCC classes

SC = SCCA classes

OA	CL	SC	Driver / Navigator	Car	1	2	3	*4	5	6	7	8	9	*10	11	12	Total
1	1C	1S	Larson/ McConnell	Mazda 4WD P/U	0	6	5	0	0	0	6	0	6	0	0	0	23
2	2C	2S	Yarroch/Yarroch	Jeep Cherokee	8	3	0	0	3	9	4	8	0	19	0	7	61
3	3C	1L	Taylor/Rosholt	Dodge Neon	0	0	0	0	3	0	0	0	0	0	9	60	72
4	1B	2L	Moorman/Hauser	Audi Quattro	0	0	17	4	14	4	0	6	0	4	21	60	130
5	4C	3S	Bialas/Schilke	Jeep Cherokee	60	0	63	2	5	6	6	50	22	0	3	3	193
6	2B	3L	Carter/Winters	Ford Ranger	19	14	49	0	60	7	4	10	60	3	27	8	261
7	5C	4S	King/Weeden	GMC P/U	60	60	0	32	14	7	60	16	60	6	8	27	350
8	6C	5S	Spiering/Eckman	Saab 900S	60	60	60	60	60	3	8	0	39	10	12	24	396
9	1D	6S	Nielsen/Parker	Ply Laser	26	0	38	60	60	0	60	26	60	60	60	60	510
10	2D	7S	Hofslund/Morton	Saab 900 Turbo	60	60	60	60	60	5	60	60	60	34	60	60	639

Rallymaster

- Randy Jokela

Assistants

- Diane Sargent, Jon Anderson

Workers

- Bill Taylor, Dana Goetz, Tobin Goetz, Jay Talarico, Mark Strohm,
Deb Strohm, Brad Enberg, Tim Winker

Total distance: 182 miles

Number of Controls: 12

* #4 & #10 were DIYC (Do It Yourself Controls)

Bob Carter and Peter Winters share their experiences on the MWR 2000 at their web site <http://www.geocities.com/pbandjmotorsports/mwr2000.html>.
(That creative work has been pirated, edited a bit and reprinted in this issue. Checkon the web site above to get the full version.--ed.)

Minnesota Winter Rallye 2000

There Are No Flat Ditches

By Robert Carter

The original Road Rally team of *pb&j motorsports* reunited for the 2000 Minnesota Winter Rallye. The team of Bob Carter and Peter Wintershad not driven a Road Rally together since the last edition of the **April Fooler Rally**, but decided that the team should once again compete together rather than against each other for the 2000 SCCA-LOL Road Rally season. On January 15, 2000 the team packed up Bob's Ford Ranger and made the trek to Cloquet, MN for the first SCCA-LOL Road Rally of the season. The Minnesota Winter Rallye is also the second rally of the ASCC Winter Rallye Season.

In normal *pb&j motorsports* style, we started the day off by arriving early in Cloquet. Registration was scheduled to open at 12:30 pm, but we showed up in Cloquet at 11:00 am. We now had some time to kill, so we decided to explore greater Cloquet.

Our first stop was at Jerio's Main Street Pizza where registration was scheduled to be. Of course, the doors were still locked and nobody was around yet. The next stop entailed getting the required rally munchies. That done, we drove back across all of downtown Cloquet to a small sporting goods store. Although it killed nearly 15 minutes of time, the sporting goods store almost cost us the entire rally, as all of a sudden fishing became a viable option. Fortunately cooler heads won out and we started back across town.

We decided that we should stop and fill up with gas before we started this adventure. Of course we couldn't have done this at the SuperAmerica when we bought our rally munchies. So instead of making a second trip to SA, we drove on past. There has to be another gas station in Cloquet. We did indeed find another gas station, a **FULL SERVICE** station. Wow, they washed the windshield and everything. (Yes, I am old enough to remember full service stations, but they are so rare now.)

Now, fueled and ready to go, we again drove to Jerios. Still empty and no sign of any rally people around. At this point we began to pointlessly roam around Cloquet, wondering if the local constable had cruising ordinances that we were breaking. Finally, Peter glimpsed a gathering of strange individuals across the street from Jerios in a bank parking lot. "Those kinda look like rally people."

We got registered for the event, ordered our pizza (Jerios makes the best pizza in the north woods) and sat down to read the "generals" and look at the "routes." Somebody directed us to go back outside to have the truck teched. So I left Peter in the warmth of Jerios and went back outside.

In our haste to leave the cities, we forgot to remove the tow strap and triangles from Peter's truck and put them in the Ranger. A kind tech inspector lent us both so we could compete. The truck, now properly equipped, past tech and I went back inside. While I was getting the truck teched, the pizza had arrived and to my surprise there was actually some left by the time I got back in. We drew sixth on the road, with all the four-wheel drives behind us.

Leg One, Artichoke River: included a 11.59 mile odo check and another 11.5 miles of rallying. We completed the odo check well ahead of schedule, figured our corrected factor out, zeroed the odo and left early. Now we were second on the road, but knew that everybody that was behind us would pass us before the end of the stage.

This leg was pretty straightforward and easy with a **cast** of 40. We came to the end of the free zone and waited out our time. When we left from our waiting spot, we were parked slightly uphill. A little bit of wheel spin and slipping to get going kinda bothered me a little, but we would press on. We arrived at the first control 19 seconds late, probably due to the trouble getting going again. But hey, when Peter and I started we both agreed that this was just mostly for fun and a 19 was good.

Leg 2, Nichols Lake, was a 22 mile chunk of rallying fun. It was a leg where the **cast** changed in the middle, from 45 to 30, so a little more math was required. We still managed to keep above the **cast**, passing a couple of other competitors along the way, until we fell off the road.

In the limited time I have been rallying I kind of always laughed (to myself) at people who went ditch diving in a road rally. I had not had anymore problems with traction since the small wheel spinning episode in the first leg and things were going great.

We had started to come upon an increasing amount of opposing traffic and had decided to slow up a little and play it safe. The opposing traffic was apparently snowmobile racers coming off the lake at the end of their day. We came up on a easy left hand turn that was not mileaged in the routes, and found a truck with a trailer stopped in the left lane and one of the competitors in the rally stopped ahead of us in our lane. The road surface

was fairly slick and one touch of the brakes told me that there was no way we were stopping in time. I kinda looked at the vehicles blocking the road and what appeared to be a relatively flat ditch. I choose the ditch as it probably didn't have an insurance agent to deal with afterward.

Let me assure you, a ditch no matter how flat it looks is not really flat at all. There are no flat ditches. The two-wheel drive Ranger became stuck. Everybody in the rally stopped and inquired if we were okay. We waved most of them on, but we did accept an offer from the team of Yarroch and Yarroch to pull us out. With their Jeep Cherokee, they pulled us out backwards. Now free of the ditch for the most part, they left on their way. Diane Sargent, who was driving sweep for the event, arrived as we were unhooking from the Yarroch's tug. We got back in and tried to go, but alas were we still a little bit stuck.

Peter got out hooked us to Diane's truck and she gave us a quick yank back onto the roadway. We proceeded down the stage with Peter's fingers flying on the calculator. Peter figured that we were about 8 minutes behind and we slowed up and took a 8 1/2-minute Time Delay Request. This seemed to work pretty well. We got a 9 on the stage, plus a 5 point penalty for taking an allowance.

Not bad at all, for having fallen off the road.

Leg 3, White Face River, was next. This leg was a 10.75 mile adventure with an initial **cast** of 40. The **cast** changed to 36 two miles from the control point. It turned out that we were a minute off on our math and we maxed this leg, scoring 60 points. We were just beginning to feel good after the off on leg two and this kinda burst our bubble a little bit.

Leg 4, Bug Creek, was a **DIYC**. The rallymaster was even kind enough to give us all the info we needed to figure this one out. We got a zero on this leg. Only the third zero that we have ever gotten by the way.

Leg 5, CC Camp, was a 13.1-mile leg with a **cast** of 40. This leg was pretty unspectacular but we finished with a decent score. This is also where we stopped writing our scores on the critic slips.

Leg 6, Indian Lake, was a 12.25-mile journey at a **cast** of 40. We kinda liked this leg and did well. A short break gave us a chance to slow down a bit and relax.

Leg 7, Rossini Road, went well too and we were getting back into the hang of things.

Leg 8, Fox Farm, was next. We completed that leg and were really having fun again.

Leg 9, Sunshine Lake, was not my favorite leg of the rally at all. The first 9.3 miles were easy with a **cast** of 45. Then the **cast** was 24 and the road we turned onto was a "Minimum Maintenance Road". Peter and I have explored many roads with these signs on them, but only during the warmer months. We knew that the road would be either really rough or slippery but didn't know which.

We were running significantly early at this point and didn't think anything would be a problem. At 10.35 miles the instructions indicate a sweeping left hand turn, with the printed instruction " UPHILL !" Peter called out the instruction just fine. I understood what I had to do. As we came up to the corner, through the trees I could see four glowing red taillights. It took just a couple of seconds to register that they weren't moving and by that time Peter had yelled "Cars stopped, slow up". I did and consequently lost all forward momentum up the hill.

Peter got out to see what was wrong, and I started to back up to take a run at the hill again when it wasn't blocked. They cleared the road pretty quickly. It was one of those four wheel drive trucks that started behind us had slid off the road at the crest of the hill and were stuck. Once they got started again, I started to make my attempt at the hill. I got to about the same place as I had stopped and the back of the truck slid left.

Okay, backup again and go a little farther back this time (to get a better run at it) and try again. Unfortunately, my backing up skills are not nearly as good as they should probably be and sure enough I backed the truck right into the ditch. Major league stuck and on a slight incline I was going nowhere. The Saab that was still waiting behind us drove by as I was stuck with no problems with the hill. Diane came back down the hill, and helped us out of the ditch yet again. Because of the incline and my position, she had to try to pull me out in the uphill direction. This was not working well, but eventually she got us out. While I was alone in the truck, a few expletives flew, aimed solely at myself.

Finally freed of the ditch, we unhooked from Diane and tried the hill one more time. Testosterone told me I could do this by myself. I was wrong. The hill beat me. We hooked back up to Diane's truck and accepted the help up the hill. Peter unhooked us at the top of the hill and climbed back in the navigators seat and we proceeded along the way. A quarter of a mile past the hill the rally went right. We went straight. Diane stopped at the intersection and waited there, prompting me to ask, "Did

we miss a turn? Were we suppose to go right?" Peter and I were both flustered and Peter momentarily forgot he was navigating. We managed to get turned around (with a minimum of backing up) and continued on our way.

The control was less than a mile down the road. We finished way too late for an allowance to make a difference, but we took one anyway. We still ended up maxing the stage for a score of 60, plus the 5 point penalty. Oh well, we learned something.

We checked into the passage control nearly 15 minutes after the Saab in front of us. We still had a short break scheduled here and our initial out time was another 10 minutes off. We opted to ask for an early out time and continued without a break. I've worked controls were the last car was behind the pack and I didn't want to make any of the rest of the controls stay out in the cold later than they already were.

Leg 10, Lost Lake, was another DIYC. Cast was 45 for 6.43 miles. We came up with 6.42 on our odo. We scored a 3, I believe.

Leg 11, Mud Lake, was a 9 mile leg crossing a couple of really rough train crossings. Cast started at 45 and changed to 36 one mile from the control. I was growing tired of rallying during this leg. But we continued forward anyway.

Leg 12, Finale, was appropriately enough the last leg of the rally. Three different casts kept Peter calculating for most of the leg. This leg seemed to go quick. It left us approximately three miles from Jerios Pizza where warm food was waiting to be ordered.

A big THANK YOU to Randy Jokela, Diane Sargent, and all the workers who made this event possible. We had a great time despite a few moments of stupidity on my part. Our next event will be **The Leap Year Rally** on February 26th.



Sno*Fall II Winter Rally

February 5, 2000

Solon Springs, Douglas County, Wisconsin

OA	CL	Driver / Navigator	Car	1	2	3	4	5	6	7	8	9	10	Total
1	1C	Todd Larson /Mike McConnell	Mazda PU	0	9	5	6	0	0	0	4	29	0	53
2	2C	Bill Taylor /Al Taylor	VW Fox Wgn	5	65	0	40	0	0	3	33	0	11	157
3	1D	Steve Spears / Susan Spears	Ford Escort	0	60	17	9	0	65	5	0	0	3	159
4	2D	Heidi Hofslund /Chris Morton	Saab 900T	60	65	39	60	6	65	6	11	0	33	345
5	3D	Jason Metzgar /Erick Nelson	Subaru Legacy	60	60	47	7	60	28	19	36	60	20	397
6	4D	Daniel Moore/John Hopponen	Suzuki Swift	28	60	42	60	60	26	60	14	60	60	470
7	5D	Barry Ptak/Hilary Schrader	Ford Escort	16	60	60	44	60	60	60	41	19	60	480

Rallymaster: Tim Winker

Workers: Diane Sargent, Randy Jokela, Jon Anderson, Dana Goetz, Brad Enberg

Note the number of Class D / Novice entrants. There's hope for this sport vet.

Around the World in 80 Days



A classic car on a modern rally! Philip Young, nowadays organiser of events like the Classic Marathon and the Peking to Paris Motor Challenge took the Archbishop of Canterbury's Morris Minor on the Himalayan Rally and finished in the top ten! In places the terrain was difficult as this picture reveals...

The Greatest Route Ever Devised

Lord Steel of Aikwood has kindly agreed to again be our Route Consultant and Lord Montagu of Beaulieu, who also provided extensive encouragement and diplomatic assistance, has again offered his full support.

Agreement for our routing through China is now in place. Much of the route has now been surveyed and planned in great detail by members of our experienced team.

The Route Described

Stunning driving roads, through some of the remotest territory on earth, with a route perfectly feasible for those who face the challenge with older cars.

That has been our plan for the first ever timed rally Around the World... our ambitions are to take in four great Continents: A drive through Europe - the route to Prague and beyond into the Carpathian Mountains is designed to be the most interesting, taking us into Poland, the Ukraine, into Southern Russia, and across the Caspian Sea to Turkmenistan and Uzbekistan, to enter China through a high mountain pass north of Kashgar.

A route across Asia, where rally cars have never gone before... our drive down the original highway of civilisation, the Silk Route, where gunpowder, printing, spices, as well as silk, were traded down this ancient trail from the orient: A full west-east crossing of central China, skirting the Taklimakan Desert, will prove a remarkable driving experience, arriving in Peking.

A gala prize giving, Chinese-style, for those competing in the separate 42-day London to Peking Marathon follows, (with special shipping arrangements for the transport home.) From Peking, those driving on for a full circuit of the globe take part in a special airlift of cars to Anchorage.

Alaska is stunningly beautiful as the snows thaw, and we take full advantage of very remote trails out of the Yukon and the Klondike, to places such as Medicine Hat and Moose Jaw. We drop down out of Canada to skirt the Great Lake of Michigan, Chicago, Flint, the home of Buick, and a run that avoids freeways to New York, a well-earned rest and then an airlift to Africa.

We fly to Casablanca in Morocco, drive to the fringe of the Sahara Desert via Marakech, up the Atlas and Rif Mountains, take a short ferry crossing from Tangier to Southern Spain, before completing a glorious final section through Spain and France to finish back on the Start Line at London's Tower Bridge, to the sound of trumpets from the Grenadier Guards... and a welcome of thousands of cheering spectators, not to mention friends and loved ones when survivors celebrate a unique drive with a remarkable party.