

Sahara Challenge World Cup Rally 5

September 28th to October 8th, 2003



An Endurance Road-Rally Supported by:



Sahara Challenge World Cup Rally 5 2003

The World Cup Rally returns to the Sahara Desert for 2003, with a 10-day drive starting and finishing in France, with a crossing of the Mediterranean to Tunisia. We rally some of the wide open spaces you normally only ever seen on the big-screen with epics such "Star Wars" or David Lean's "Lawrence of Arabia"... pound some of the smoother tracks left over from the Dakar Rally, and stop off in some wonderful hotels during a remarkable rallying experience of Northern Africa. Getting there sees us start from the wine capital of Beaune, near Lyon – help on getting to Beaune is included in the support from the Rally Organisation – and Keith Baud and Martin Clark have penned a stunning route through the Ardeche and Cevennes, over roads from Alpine and Monte-fame, to Marseilles. Here we catch an overnight ferry to Tunisia. After six days of rallying through the mountains of northern Tunisia, then south and west into the Star Wars desert region, we return northwards. Our intention is to run at least one loop with two nights from the same hotel – so our kit remains in the room – and then cross back over the Mediterranean to Genoa. Our final sting in the tail has us climbing up over some of the remote, gravel passes in the Alpes before dropping down over the famous Turini, for a finish in Nice. No two days are ever the same. Clearly, an epic drive World Cup- style is now in the making.



Out of the wheel-tracks of history... ...comes a new challenge

The History Channel: Tony Fall, who today supports the World Cup Rally as main sponsor through his company Safety Devices, (the leading supplier of roll-over bars), with soccer-ace Jimmy Greaves at the wheel, seen here on their way to 6th overall on the first World Cup Rally to Mexico in 1970.



THE two World Cup Rallies of the 1970s... the second in 1974 was won by a totally standard Citroën, and in driving through Tunisia became the first-ever rally to cross the Sahara... were both long-distance endurance epics, showcase events for the standard-showroom production car. In the 1970s, rules to keep everything standard were known as "Group One" and the same regulations exist today in the Royal Automobile Club's Motor Sports Department's regulations for road-rallies... a concept that has proved just right for today's World Cup revival-rally. The 1970's epics saw ordinary cars of the type everyone relied upon for their daily motoring... Hillman Hunters, Austin Maxis, Triumph 2.5s, Ford Escorts, Big Citroens, Mercedes, all do well... the concept was revived when Roger King, then the Chief Executive of the Society of Motor Manufacturer's approached Philip Young and said: "We've got a great idea... let's revive what turned heads and won TV airtime then, with a similar epic for today's new breed of small car." Thanks to the inspiration of Roger King, two wonderful drives, first to Marrekesh and back again, and recently, through the Balkans all the way to Athens, have provided miles of fun. A new kind of rallying? For many, it certainly has proved just that... Others with long memories, though, can now take quiet satisfaction in saying, "Isn't this where we came in... and isn't this great to see?" It's certainly a concept totally different from anything else on the rally-calendar.

Experience Counts: The Organising Team

Philip Young founded the first-ever international historic rally, the Pirelli Classic Marathon in 1988, and has organised 40 major events – including such epics as the Peking to Paris, and the Around the World in 80 Days. He first tried to revive the World Cup Rally in 1992 with a drive to Cape Town... and in 1997, was approached by the then acting Chief Executive of the Society of Motor Manufacturer's and Traders, Roger King, to revive an epic drive, designed for showroom standard cars. He has made several visits to Tunisia in the past (once staying at the British Embassy as guest of the Ambassador), and has driven right through Tunisia and on through southern Algeria... others in the organising team have similar past experience. Clerk of the Course is Martin Clark, who has visited some of Tunisia off-the-beaten-tracks half a dozen times... Chris Bruce who runs our results service – he's been doing this for 15 years – has rallied through Tunisia several times on the Tour de la Mediterranee, organised by Jaques Regis, now the President of French motor-sport. We have made a big investment in the chip-timing system, and intricate computer programmes, so results are up on the rally-website each evening. Kim Bannister has years of past experience of top-level rally management behind him, and joins us from the Network Q rally... we are supported with Government and top-level Diplomatic contacts with Lord Steel, our Roving Ambassador, who has made regular visits to Tunisia, and is a past Foreign Affairs spokesman in the House of Commons and the House of Lords... We have an experienced Rally Doctor to attend to our daily needs... and on the road, nobody provides better Mobile Workshop back-up than Peter and Betty Banham, and Tony Fowkes and Andrew Inskip. Peter and Tony are old hands at Africa rallying. Our Rally Office administration and on-event Hotel Liaison is handled by Heidi Winterbourne, who has looked after Competitors and their needs on some 25 top events. An experienced team to provide reliable and responsible support for each and every Entrant... that's something that only comes from a record of highly successful events.



Lord Steel, our roving ambassador, seen here with Heidi, who organises our hotels - near Marrakesh, 1998



No stranger to rallying a small car... Philip Young drove the Skoda factory's first Group B car on the Himalayan Rally, and Skoda G.B.'s Group A car in John Haughland's team on the 1985 Lombard RAC Rally... all a bit too serious? He also drove the Archbishop of Canterbury's Morris Minor on the first Himalayan Rally, got it up to 6th overall... having previously failed to get past a Tehran jail on the 1977 London to Sydney driving a Magenta-MG kit-car... Past experience of rallying a small car? Everyone in the Organising Team has won their stripes the hard way.



Philip Young and Chris Bruce on the 1986 Paris-Dakar enter the Sahara... you can now tackle a similar experience in the new 4x4 World Cup Adventure Trophy

‘Come and join us for a drive across wide-open spaces... to distant horizons’



Your questions answered

What about documents... can you help me? Do I need a Visa for Tunisia? Do I need a Competition Licence & how do I get insurance?

If you are an EU citizen, you do not need a visa for Tunisia... and you don't need one if you are a citizen of many other countries. You do not need a competition licence, as our recent World Cup Rallies conformed to the requirements of an FIA Historic Road-Rally... you need a Green Card insurance for the European sections, and Heidi will have a special policy in place for Tunisia, including younger drivers under 25... you should contact her in the Rally Office. In the past, Heidi has also negotiated get-you-home-rescue insurance in case your car becomes terminally ill... and of course travel health insurance for crews, all of which is optional. Countries along our route: France, Tunisia, Italy, back to France.

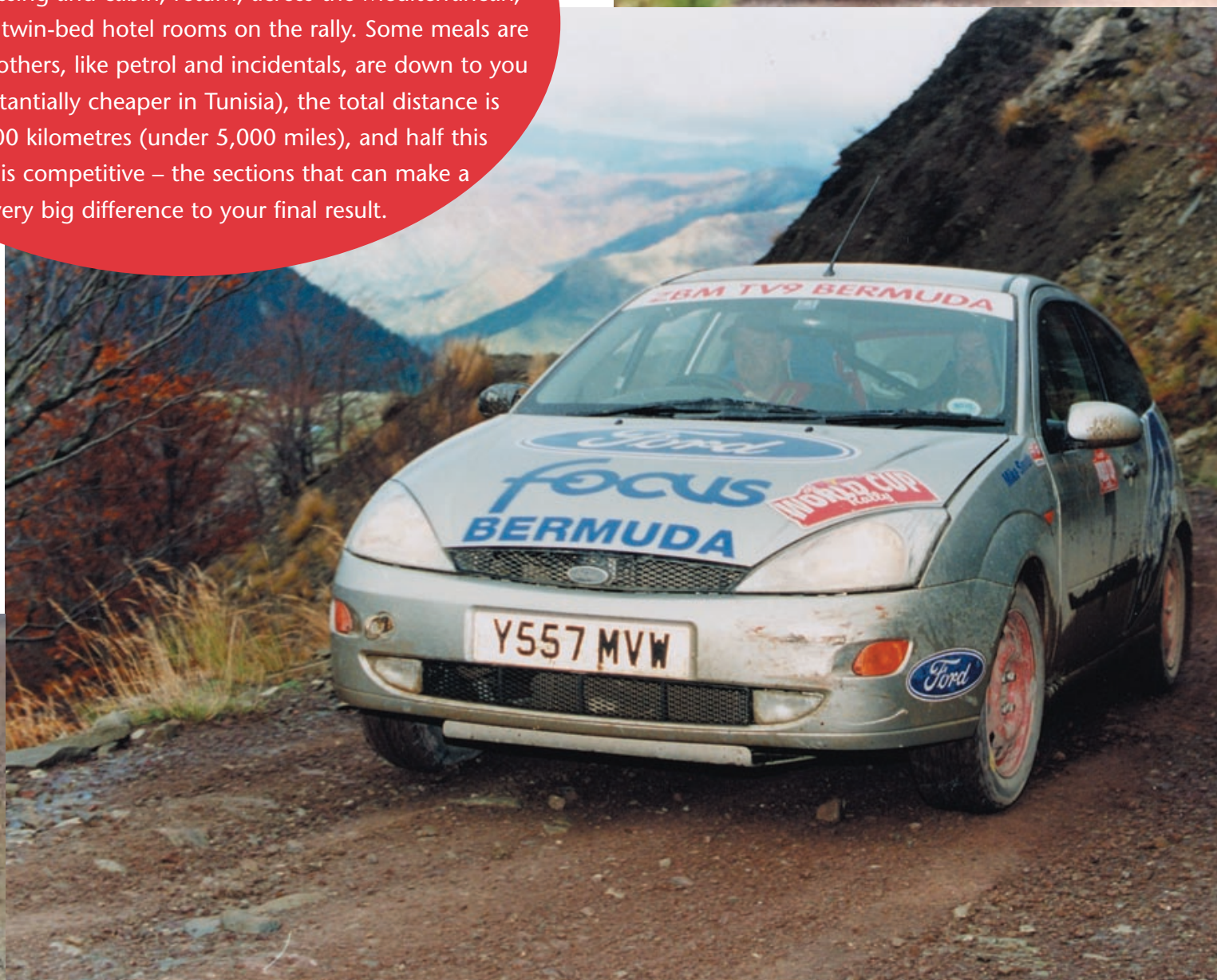
What about sponsorship?

With 12 hours of UK TV coverage for our first World Cup revival rally, and every single car featured, it's a great way for the up-and-coming clubman to make his mark... local dealers have made a focal-point around a local driver and made a publicity campaign featuring a car from the showroom floor, capturing useful regional TV time... there are charities that have benefited also... so, all sorts of promotion possibilities.



What about costs?

The entry fee for someone who lodges their entry before July is £5,500, see details on the entry-form, this includes about £2,000-worth of costs that covers your ferry crossing and cabin, return, across the Mediterranean, and, all of the twin-bed hotel rooms on the rally. Some meals are included, but others, like petrol and incidentals, are down to you (fuel is substantially cheaper in Tunisia), the total distance is about 8,000 kilometres (under 5,000 miles), and half this distance is competitive – the sections that can make a very big difference to your final result.



What about car preparation?

We have a useful book that binds together all the Rally Office fact-sheets on various topics, and from the lessons learned over very many events the Rally Office can provide you with guidance, and even help you finding the right expertise to help you... but as nobody can modify the engine, or even machine anything, and that goes too for the transmission and brakes, everyone is on the same level. You can uprate the springs and shock absorbers, but springs must be to the same original diameter as the production car, with no adjustable top-mounts, and you use standard wheels... most prefer steel wheels, you can hammer out a dent from a blow that would otherwise wreck an alloy rim. You need safety equipment – the Rally Office can advise you - and protection underneath, such as a good stout sumpshield, is certainly necessary.

But what if I break down?

Service support is restricted. It can be from a fellow competitor or team-mate, and there is nothing to stop you entering someone just to look after you... Dakar-style. But all organised outside service assistance is banned. Everyone looks after everyone else, the camaraderie is great... it helps if you form a team with someone else with your type of car, (a minimum of two cars can go for the SMMT Team Prize) and of course, our back-up sweeps, the mobile workshops of Peter Banham, and Tony Fowkes and Andy Inskip, are legendary... nobody does it better when it comes to rescue, even a Peugeot 206 with a piston poking through the side of the block was made to run on three cylinders, enough to cross the finish line and claim second overall! Get-you-home-rescue-insurance for the Europe sections would provide added peace of mind.

Who can take part?

Anyone... last time, we saw two retired former primary school teachers drive to the finish in a Daihatsu Sirrion with no problems... younger drivers have also loved their first taste of big-time rallying with the World Cup Rally.... others with ambitions to make a name for themselves... and others who simply enjoy the remarkable changing scenery and the adventure of a great route... to those who simply enjoy the fun of competing with like-minded enthusiasts. There are no restrictions, and last time saw entries from Bermuda, America, New Zealand, Australia, Argentina, as well as main-land European countries such as Ireland, Holland and France. You don't have to be an expert mechanic, as there are plenty of others around you to help you out. It requires stamina and determination, and your co-driver needs to be able to work out timing and navigation... and some map-reading skills will be a bonus on our next World Cup Rally.



What kind of cars compete?

The World Cup Trophy is for cars up to 1400cc and there is a 1,000cc class that attracted seven entries, plus a diesel non-turbo class. Those in the World Cup Trophy section have modifications restricted (there is greater freedom for classics). The model in question must have been in production after January 1st 1992, in effect, at least 10 years old. There is a separate trophy for cars up to 1600cc, won last time by the new Mini Cooper. Then, there is a Classic car division - these cars are expected to cover the

ground with the same route and timing as all the rest, so, should be of the long-legged variety... cars from the 1970s cope well. There is a new category for 4x4s. Everything from Smarts, Renault Fours, Citroen 2CVs, to up to the minute Toyota Yaris, Daihatsus, VW Polos, Vauxhall Novas, Peugeots and MG ZRs, compete for the World Cup Trophy... there are actually 100 different models eligible for the World Cup on sale in the UK as new cars so, the choice going back 10 years is enormous!



What are the roads like?

Bumpy... we chose them with care, but, if you prepare for the worst, you can take it all in your stride. The event is designed to be within the capabilities of the showroom standard car... speeds are what is allowed by local authorities, but this is not a fast full-bore flat out speed event. The test-sections, for example, are nearly all of a second-gear nature, but it's demanding, and not a walk in the park. That said, you control the

brakes and the accelerator, and you can drive it in your own time... If you don't want to "have a go" on the Tests, you can opt out altogether, and drive in the Touring Section, where you are just clocked out in the morning, and clock in for dinner in the evening... driving the same route as all the rest of us. Surfaces varying from Alpine mountains with bumpy tarmac, to remote Sahara Desert gravel piste, and good ground clearance will be an asset.



Can I meet the team?

We are planning a World Cup Briefing Day, an opportunity for everyone to see the maps, pictures and film from the route-survey, and meet the organising team, as well as other fellow entrants... this will be in May. Keep in touch with the Rally Office, and the event's website - those planning an entry receive regular information from the Organisation's World Cup Newsletters.

How can I gain experience?

Several drivers found the Classic Cup useful - a weekend event which can be driven in any type of car, the next is in April, and organised by the Classic Rally Association (call 01633 263366); last time Roger Stevens drove the Classic Cup - having no previous rally experience - and went on to finish fifth overall on the World Cup. Hywel Thomas and the Amman and District Motor Club are planning a novel new clubman's rally using some of the sections from the Network Q rally in July, run as a road-rally and designed as a World Cup starter-event... more information will be available from the Rally Office. Distance is a great leveller, and it's true a tortoise can beat the hares... it's also true that a carefully paced car can produce surprising results. Last time, three newcomers with no past experience finished in the top ten - isn't that fantastic? Alan Smith's nifty little booklet, *How To Win A Road Rally*, is packed with co-driving and navigation tips, useful armchair rallying, and videos of past events are also a helpful insight - all from the Rally Office.

"People like us enjoy adventure-rallying... like this!"

"Look what you can do with a £400 car... we bought a Vauxhall Nova for a last-minute entry, and it took us out of this world. We finished in the top ten on our first-ever rally... utterly amazing, unforgettable."

– Fay Campey, Vauxhall Nova

"We drove on Willy Cave's Classic Cup weekend for some training at timing, navigation and general rallymanship... took it steady, and look at the result – 5th overall, on our first event, and winner of the Top Novice award. Simply marvellous fun, we made some great new friends, and seen places we would never normally get round to visiting. Great driving roads, it's go-go-go every day... memories are made of moments like this."

– Roger Stevens, 5th Seat Ibiza

"What a great result – top ten times for the new Mini Cooper on its first international rally, a gruelling route and we came shining through. Marvellous roads, and with a really great bunch of people around us. Who could fail to enjoy all this."

– Tristan Hillgarth, wins 1600cc Trophy, MINI Cooper

"Wow! Simply the best thing I've ever done in my life... We drove the time of our lives – every corner, every bump, every pot-hole a real challenge... even with just one-litre, and 40 bhp less than the other guys, we were still able to get right up there fighting... two overall best times, in the top-ten most of the way... and we never once stopped laughing. It's true... size doesn't matter!"

– Sophie Robinson, Daihatsu Cuore

"Everything they promised they delivered... When you've screwed that rally-plate on the front, you'll get what it says on the tin. We thoroughly enjoyed driving this... Great places, great people, truly unforgettable route... and from an experienced team – all so very well organised."

– Paul Merryweather, 4th overall, winner of Team Prize, Peugeot

"Finishing second, the best rally result for MG ever, what a real tonic... this has been the best rally I have ever driven. Brilliantly organised and with lots of social time. We enjoyed the press-on relentless pressure of tight road-sections... the closed-road tests were great, but the way you had to keep on your toes the whole time, hour after hour, through ever-changing scenery was tremendous stuff!"

– Mick Darcey, MG ZR

"Truly marvellous... my first rally in a modern car and I've loved every minute, a great experience... The Daihatsu proved highly enjoyable to drive, and apart from the shocks, seats and the sunshield, every nut and bolt came from Daihatsu – even the springs. A potential rally-leader, straight off the showroom floor? Now that's rare – and the car has been terrific to drive really hard. My most enjoyable rally, by far."

– Andrew Actman, 6th overall, 1300cc Daihatsu Sirrion

On every other international rally, a 1400cc car is just making up the numbers, you are consigned to be a back-marker. Privateer entries rarely make any of the television coverage - the system is loaded against you from the start, lots of the perks go to the front-runners, who get advantages denied to those forced to the back of the field. Yet the 1400cc class is the one market-sector the whole motor industry relies upon.

Reviving the World Cup Rally with an emphasis 1400cc and a separate trophy for 1600cc models, in standard showroom tune, not just keeps costs down, but provides the perfect opportunity for the clubman to win a major blue-chip event... and manufacturers and dealers can demonstrate what they can do - a showcase motorsport event purpose designed as the ultimate test for the standard production car.

Last time nine different manufacturers supported entrants. Daimler Chrysler Retail ran an in-house incentive scheme for their staff, with two A-Class and two Smarts... a brilliant initiative! Daihatsu ran a team of four cars... these are manufacturers who are unable to benefit from more conventional international rallies. Skoda, Proton, Perodua, Mitsubishi, Ford of New Zealand, & Berumunda, plus MG all backed entrants last time... with lots of TV time in the UK - now being syndicated worldwide - the involvement proves very cost effective. And now there is an additional new category, the 4 x 4 World Cup Trophy.

...heading for Tunisia and the fringe of the Sahara Desert



Sahara Challenge World Cup Rally 5

September 28th to October 8th, 2003

The logo of the World Cup Rally is registered on the European Register of Trade Marks, and also, the United Kingdom Trade Marks Register, and its use in connection with rallying is under licence issued by the football's world governing body in Geneva, FIFA. The events are encribed on the International Calendar of the FIA.

Rally Office: The World Cup Rally, 12 London Rd, Blewbury, Oxon, OX11 9NU

Tel: 01235 851291 **Fax:** 01235 851292

E-mail: classic.rally@btinternet.com **Website:** www.worldcuprally.com