



The 2012 Flying Scotsman - London to Edinburgh by Vintage Motor-Car

VINTAGE RELIABILITY TRIAL

FLYING 2012 SCOTSMAN

LONDON TO EDINBURGH

Rallying Against the Clock... and Britain's Most Famous Train

Friday 20 – Sunday 22 April 2012

Starting From The Imperial War Museum at Duxford and onto the Scottish Borders with the finest driving roads of England in between, welcome to the 4th edition of the Flying Scotsman - the only competitive, all vintage event in the UK.



Day 1

Our start is The Imperial War Museum at RAF Duxford, and at 09:00 we flag off Car 1 for a test on the site alongside the iconic 'Memphis Belle' and past the remarkable line up of WW1 aircraft. After this we head east, dipping our toes into the wonders of 'Constable Country' on the Suffolk/Essex border, then turn north to enjoy the wonderful empty lanes and beautiful villages of Norfolk.

A short stop at a Whisky Distillery is planned - for coffee only of course - followed by lunch in a lovely Norfolk village setting before heading west and hugging the coastline of The Wash into the wilds of Lincolnshire before arriving at our overnight hotel north of Lincoln.

Day 2

Our route heads inland away from Lincoln through the Humberhead Peatlands then north into Yorkshire to explore the area around the city of York.

After a lunch stop we dive into the fabulous scenery and ruggedness of the Yorkshire Moors before turning north west, cutting between Darlington and Middlesbrough, to the birthplace of the modern railway near Shildon then into the 'Land of the King Bishops' and our second night halt in the centre of the lovely city of Durham.

Day 3

Sunday sees the route skirt Newcastle-upon-Tyne and then head up the stunning east coast of England to catch views of the castles at Alnwick and Holy Island (Lindisfarne) before turning inland to the Scottish Borders, an area little visited by many people, with a chance to pay homage to the great Jim Clark in his home town of Duns.

The route then goes through the Lammermuir Hills, to approach Edinburgh from the east, before we cross the Forth Road Bridge and into the lovely, traffic free lanes around Loch Leven and on to our fabulous new finish venue at the world famous Old Course Hotel in the mecca of golf St Andrews.

How do I survive all this?

The Flying Scotsman is organised along totally authentic lines and is nothing more, nothing less, than a grand pre-war Time Trial with a bunch of highly eccentric drivers, who all are determined to enjoy each other's company in the evenings, and like nothing more than to drive like hell all day down remarkable roads in an effort to stay on time. This ambition, we can now say with the benefit of three year's past experience, is totally impossible. You have to



be nuts to think you can do any good, and it's always a delight to see so many drivers wilt at the knees as their ambitions of getting hold of a "True Grit" tankard, or even a Class award, evaporates in the haze of the event's red mist. Is it competitive? You bet. There is nothing quite like this. Does it really matter? Some say it does. Most are more concerned with seeing a long bath, and a long bar, at the end of the day.

Why me?

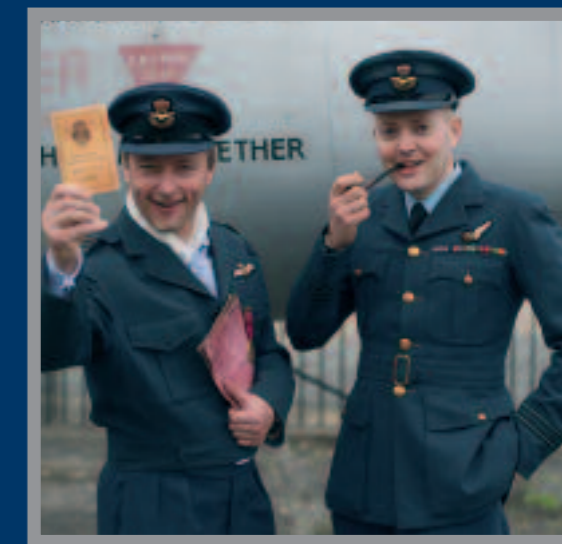
Because to discover the truly wild roads of Great Britain, and see it all with a mate through the windscreen of a pre-war car, is one of the finest weekends you'll enjoy all year... there's nothing like this in terms of driving experiences, and the camaraderie of being totally surrounded by equally remarkable company. You might actually cart home an armful of silverware, because the Organisers certainly can't keep it polished for another year.

What do I need?

A reliable car, one that can keep going is better than one that has ten more horsepower but stops to pick up fallen pieces. You can fit any type of trip meter you fancy, bring a couple of stop watches, a tool kit, a ground sheet or under car protection, a good friend and a sense of humour, dig out your period clothing and you are good to go! Forget GPS sat navs, helmets, competition licences – you don't need them.

What's the timetable?

Thursday 19 April - Signing on and Scrutineering will be held from 12.30pm to 5pm at a Hotel in Cambridge, 5 minutes drive from Duxford. A briefing and question and answer session will be held for all novices at 6pm followed by a main briefing for all at 7pm lasting about half an hour. There is no formal dinner arranged - all entrants are free to dine where they choose, or head home if they live nearby. You can book a room and overnight parking for Thursday at the HQ hotel through the rally office who have a number of rooms on hold. The first car will be flagged away at 09:00 on Friday 20 April at the nearby Imperial War Museum, so all cars must be on site by 08:00.





What if I breakdown?

Most sort out a get-you-home rescue scheme for dire emergencies. Others sit it out by the roadside and await the attention of our two roving workshops with the skill and patience to mechanic things back together again. Only a few fail to get going - even fewer fail to reach the finish party.

At the end of the day, there is a wonderful, satisfying feeling only mountaineers could understand – the satisfaction of having endured some pain while laughing your head off is not for normal people. Don't say nobody ever tried explaining it though. If you are still mystified, we could pass on the phone numbers of people like Gerry Acher, (Aston Martin International), or Robert Ellis (Frazer Nash, mostly, apart from the Halfords gaffa-tape), while others are like us - mostly lost for words at the end of it all. Remember, life is short. What else are you going to do... this beats mowing the lawn.

What sort of car?

Anything pre-war, with a pre-war chassis, and a pre-war engine design. Exceptions? We are open to persuasion that an HRG is essentially a pre-war car, and so too is an MG T-Type. If it's got two leaf springs at the front, then you certainly stand a chance. We want 80 cars, and more importantly, 80 crews with the right attitude – one of the remarkable things about this event is that you are not surrounded by loads of whingers and moaners. And they come from all over the world to join in.

What do I get?

A remarkable route – look, it has to be really remarkable if it's to be better than last time, which only had three sets of traffic lights between Brooklands and Edinburgh. The Route Book is the work of Alan Smith and Kim Bannister, who spend weeks and weeks and weeks planning, plotting, arguing (no, discussing), and then driving it all and then going back out to check it, and when they are satisfied, someone suggests we all go and check it again. It's a pity there are no mistakes in it, as frankly it would keep you on your toes a bit more if there were... this is, alas, something you can take for granted. It's the work of a genius.

Your Entry Fee includes accommodation from Friday 20 to Sunday 22 April 2012 inclusive,

lunch each day and an evening meal every night including the Prizegiving gala dinner. It is an optional extra to book a room for the night before the start (Thursday 19 April) in Cambridge. Friends and families are welcome to attend the start and will also be able to buy tickets to attend the prize-giving awards dinner.

You get Heidi sorting your hotels and meals, last time we all rocked up at a castle stuffed with suits of armour for a full silver-service Sunday lunch. The serving wenches were also rather tasty, according to Paul Carter. You also get the help of the team in the Rally Office, Barbara is your Entry Secretary and has simply enormous patience... someone has to know the things you've forgotten. And our back-up 'sweeps' are real heroes.

Who are we?

We have been organising this sort of thing since 1988 when we staged the first-ever international rally for vintage and classic cars, taking over Tower



Bridge for the launch of the Pirelli Classic Marathon to the Dolomites. Philip Young kick-started the Historic Rally Car Register and is generally credited with being the founder of rallies for older cars. We have all been involved in epics such as the Peking to Paris, Around the World in 80 Days and more demanding events such as the London Dakar. Before we meet at Duxford we will have hopefully conquered Africa on the London Cape Town World Cup Rally – no other event has kept the wheels turning for the full length of the African Continent. Coming up are more social events such as the dinner-party tour of the best of Africa, the Safari Challenge, and The Trans-Am drive across America to Alaska. With 60 events behind us we could go on, but that's enough to assure you that you are in good hands. Call Heidi or Barbara if you enjoy a chat – and emails will always get an answer.

What do I do now?

Fill in the form – get that off and don't forget the cheque, deposit, or, more helpful (look, you know you are coming) the full amount and let's get that nailed down early. It helps the Organisation – and therefore your enjoyment – if the event is properly planned early, as we don't like arguments with hotels for extra rooms or extra meals just because someone wants to leave it all to the last minute. With that done, you go on a mailing list, your name goes up in lights on the website, and we keep you posted with newsletters. We can put you in touch with other competitors if you wish, as we hope you will want to have a bash at the Team Prize.

Is it difficult – will I get lost?

Tricky question. It's designed to achieve a daily classification, with results that consume half a forest of green paper. Yes, it helps if you can read a map, if you can work out average speeds, appreciate that a Tulip book is not a bound volume of pressed-flowers, can work out the times you are supposed to be at certain points, and do devilish things called Regularities but, if you are new to all this, we can help you up the learning curve... We do a booklet on timing, and you could even indulge in some personal preparation and have some one-to-one training. Not everyone takes any of this seriously – look, nobody comes more serious than Nigel Raeburn, and even he has been known to make a hash of it, so why fret about the black arts of rally science. The most important advice is to tell the driver to worry about the car and to stop the silly questions like "Are you sure?" Once in at the deep end, you'll soon appreciate what's needed to stay afloat with the rest of us.

What do I bring with me?

A trip-meter (any type) is a good idea and a tool-kit, but leave all the weighty items behind. Waterproof things with blobs of bathroom silicone sealer, that's important - there are always some who fail to get that right. A good friend, a sense of humour and a lot of determination. You do not need a competition licence.



Endurance Rally
Association

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