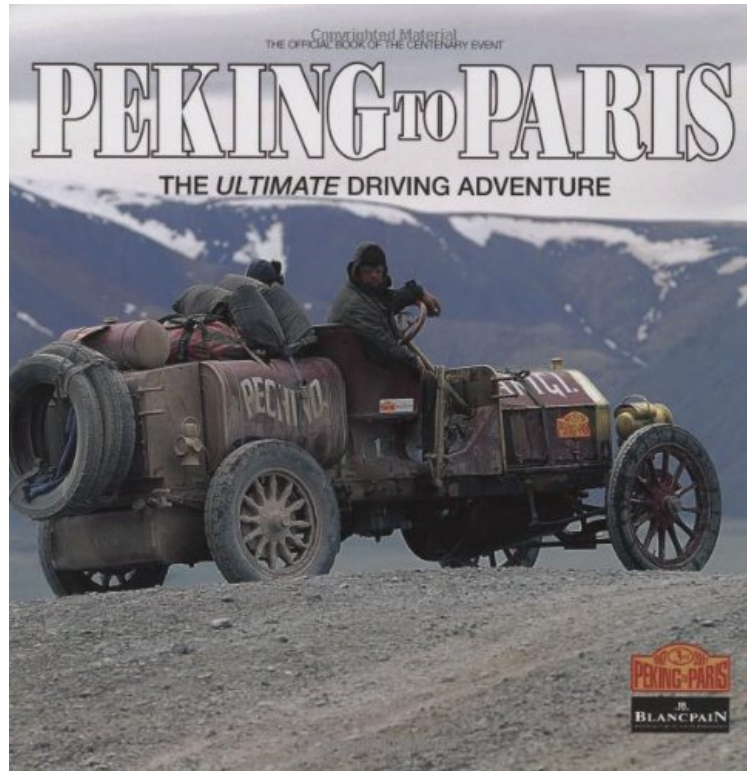


(Free pdf) Peking to Paris 2007: The Ultimate Driving Adventure

Peking to Paris 2007: The Ultimate Driving Adventure

Philip Young

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Philip Young : Peking to Paris 2007: The Ultimate Driving Adventure before purchasing it in order to gauge whether or not it would be worth my time, and all praised Peking to Paris 2007: The Ultimate Driving Adventure:

1 of 1 people found the following review helpful. This is the greatest book By John Rogers It doesn't matter whether driving 50 year old cars halfway around the world turns you on or not, this is a huge conversation piece for your coffee table, full of great photos and gripping narrative. Bring a sense of true adventure into your living room. I love it. 0 of 0 people found the following review helpful. Road rally By ellison Day-by-day chronicle of the 100-plus vintage vehicles that aspire to retrace Peking to Paris in 2007. Large color pictures of the vehicles, their drivers, and the difficulties they face along the way. Damages and repairs are noted as well as the difficulty of getting through customs. Insightful. China, Mongolia, Russia. The roads get better along the way. Fuel and food. Concludes with a profile of each team and their vehicle. Also time chart record. Sponsored by Blancpain Lemman Reveil GMT Alarm Men's Automatic White Gold Watch 2841.1542.53B2 of 2 people found the following review helpful. Peking to Paris By L. Nordloh An excellent view of what is a amazing trip across the continent. It was recommended to me by a good friend who was also one of the participants. It is well presented, reasonably priced, accurate and a great portrayal of the participants and the countries through which they traveled.

The official record of the centennial re-enactment of a great motoring milestone: the 1907 Peking to Paris race. Man and machine against the elements, driving where no car has gone before; That was the impossible challenge of 1907

when a handful of buccaneering madcap motorists took up the idea of a Paris newspaper to prove that the car could now go anywhere by driving the huge distance between two capital cities - from Peking to Paris. To mark the 100th anniversary of the original "Great Race", over 100 cars set out to drive the original route used by Prince Borghese in 1907: they ranged from authentic veteran Italas, to vintage Bentleys, to classic Aston Martins and pretty much everything in between. Drivers of 26 different nationalities came together to pit their wits and their cars by driving 40 days from the Great Wall of China, across the Gobi Desert. After the Gobi Desert came ten days of wilderness crossing Mongolias vast plains to Russia, then on to Moscows Red Square and St. Petersburg, to Estonia, Latvia, Poland and Germany. The survivors finally rolling into Paris for an amazing party. Even though 100 years have passed from the original ground breaking event, todays rally enthusiasts discovered that in Mongolia, conditions of poor fuel, problems of food, water and finding their way to distant horizons remained a challenge exactly as faced by the original pioneers. This then is the inside story of the great driving efforts and human endeavor required to complete an amazingly challenging route. With 250 photos, official maps and inside information, this is a fascinating read for any motor enthusisast. The book also briefly describes the original event, including previously unpublished photographs.

by Phil Patton for The New York Times, June 2008 Circulation: 1,500,000 Sand and dust, sand and dust: you may be tempted to wash your hands by the end of this heavily visual account of the re-enactment last year of the 1907 road rally from Peking to Paris. A hundred years ago, there were but five entrants. Last year, the delightfully miscellaneous lot included several vintage Italas, a 1903 Mercedes, a LaSalle and a bullet-nose Studebaker. The books organization is simple: a diary of the event, from the departure at the Great Wall to the finish at the Place Vendme, is followed by a descriptive catalog of the cars. But the meat of the sandwich is the color images, lively, anecdotal and exciting, conveying the feel of a Discovery Channel documentary, hi-def version. (An earlier re-enactment, in 2005, was the subject of an Australian Broadcasting Corporation documentary.) The original adventure was based on a noble rationale. The organizers hoped it would make a mockery of national borders, leading to better understanding and peace. Last year, gates were literally unlocked; this year, they may well have been locked again. The Flying Lady, May 2008 US magazine Circulation: unknown Since joining the Daily Mail's news desk and driving their entry in the 1977 London-Sydney Marathon, Young has driven 12 international rallies and organized over 50 events. Despite this undeniable accomplishment, he is not universally beloved certainly not as an organizer by participants. Either maligned or misunderstood, he has finally written his own account of the 2007 Peking-Paris, and, to remove any doubt as to his intentions, subtitled it 'The Official Book of the Centenary Event.' Of the several books published about this epic event, this one really is the most comprehensive, touching upon many details only the organizing team would know. The individual accounts in recent years were rather narrow in that the writers traveling alone or in small groups and seeing their fellow travelers as competitors simply had no way, or inclination, to describe the event in an all-inclusive manner. Unlike the previous run in 1997, this 100 Year Commemoration Rally followed the original route as closely as modern geographic realities allow. Starting with a synopsis of the 1907 event (accompanied by previously unpublished photos and newspaper clippings) and the 90th anniversary run, the book gives a chronological, diary-like account brimming with (mostly) Gerard Brown's excellent photos of the cars, people, and landscapes. The tables of results at the back of the book are preceded by a section of comments by each of the individual competitors accompanying a photo and description of their cars. Remarkably, of 124 starters (6 RR, 21 B) only nine failed (4 Bentleys) to complete the 35-day journey. Words can go only so far in describing a sporting event of such visceral a nature; the photos help a great deal in conveying the hardships and triumphs they will have you twitching in your armchair, and either resolve to do it one day yourself (the next run is in 2010) or capitulate in the face of enormous cost and risk to man and machine. Index (of people only).