

1. The Event:

The London-Athens 2012 is a twenty country eleven day European Tour for sportscars. It will take place on the 2-12 September 2012.

2. The Organisers:

The Guild of Motor Endurance are the organisers of the event. Participants classified as finishers will achieve membership to the Guild of Motor Endurance. From 440 participants to-date, 254 have become members.

3. Provisional Route:

From the Start in London cars and their crews will head for the channel ferry to France. Then via Belgium and Holland making for the German capital Berlin. The route will take in Poland, the Czech Republic, Slovakia, Hungary, Romania, Bulgaria and into Greece. The return journey heads west into Macedonia, Serbia, Montenegro, Bosnia Herzegovina, Croatia, Slovenia, Austria and finally Italy.

As well as some night driving, there will be an option of taking in sections of the route which include some unmade roads.

4. Provisional Itinerary:

Tue 1st March 2011: entry list opens.

Sun 12th August 2012: entries close.

Sat 1st September: signing-on & scrutineering.

Sun 2nd September, 8am: London-Athens 2012 Start.

Wed 12th September: London-Athens 2012 Finish, Italy.

5. Eligible participants:

Maximum of two crew members per car. Entrant must be first driver. The second member of the crew need not be a driver, i.e. navigator only. For this event it is recommended that both drivers are able to drive. In which case both members of the crew must be licensed and insured to drive the car entered on the public road. Any nationality. A competition licence is not required. Participants must be members, or associate members, of the Guild of Motor Endurance.

6. Eligible cars:

Any make, model, or age of sportscar.

Hand built sportscars.

Sportscars supplied by a manufacturer in component form for self-assembly. Cars such as Ginetta, Caterham Lomax and Marlin.

Specialist sportscars.

Non-steel bodied sportscars which have been assembled by a manufacturer. Sportscars such as TVR, Lotus, Vauxhall-VX220, Morgan and Smart Roadster.

Classic sportscars.

Pre-catalyst sportscars such as Austin Healey, MG, Jaguar and Triumph.

Production sportscars.

Steel bodied sportscars such as, Mazda, Toyota, Ferrari Aston Martin and BMW.

7. Vehicle Requirements:

Mandatory: warning triangle, fire extinguisher, seatbelts, first aid kit and tow rope. Rollover bars are recommended for open cars. A crew intercom should be considered.

Each entrant is responsible for presenting a well prepared roadworthy vehicle at the start. Participants should be suitably competent to maintain their car throughout the event. Scrutineering roadworthy checks may be carried out en route at unspecified times to determine the working order of lights; brake lights; indicators; horn etc. Warning triangle deployment may also be checked.

All cars must have a road fund licence, certificate of roadworthiness, (i.e. MOT for UK) and insurance, including a Green Card. London-Athens 2012 identification plates and numbers will be provided for each car, these are to be attached at the front, rear and side, and must be visible throughout the event.

8. Entries:

The standard entry fee is £1250 per person. The late entry fee paid after 1st June 2012 is £1350 per person. This includes overnight accommodation included in the events itinerary. Based on two sharing a room. Single channel crossing; numbers; event organisation; Road Book; souvenirs and awards.

The Organisers reserve the right to accept late entries or refuse entries without giving any reason. An entrant withdrawing before 31st January 2012 will receive a 75% refund. From 1st February – 11th August: 50%. Entry fees are non-refundable after the entry closing date.

A Guild of Motor Endurance member introducing a new entrant, who starts the event, will receive a 10% refund of their entry fee.

9. Navigation:

A Road Book giving navigational instructions will be given to each entrant at the start of the event. The route instructions will be straightforward with Tulip diagrams and distances shown in kilometres. A distance measuring trip meter is highly recommended. Brantz trip meters are available at discount for participants (Brantz Tripmeters, Tel: 01625 669366 sales@brantz.co.uk)

As a back up to the Road Book, participants may wish to use maps covering the route. As an overview Michelin map 705 Europe, 1cm : 30km, is recommended. By post: Map Shop: 01684 593146.

10. Teams Entries:

Teams are invited to enter to demonstrate their combined ability and optimise their resources with spares and assistance. Teams of three cars may enter up to Signing on. There is no team entry fee.

11. Classes:

There will be 4 classes divided by engine size:
up to 1600, 1601-1800, 1801-2000, and over 2000.

12. Controls:

The event's itinerary will include main controls (MC) which bring participants together for rest and refreshment. There will be a lunch stop each day. Passage Controls (PC) may be used to check the prescribed route is being followed. There will also be designated places (DP) to reach along the route. These together with the main controls will be shown in the Road Book and on the Route Card.

13. Timing:

For this long distance European tour reaching as many main controls and designated places along the route will take priority over what time you arrive anywhere.

Included will be some optional special sections. Those choosing to take them on will receive due recognition at the Finish.

14. Responsibilities:

IMPORTANT NOTICE:

All motor sport is potentially dangerous. The London-Athens 2012 presents a demanding challenge to participants and uses roads which may be hazardous. Participants should not enter unless they accept that there is an element of risk to themselves and their car. **All cars must slow down when driving through villages and built-up areas.** The onus is on participants to drive carefully and safely at all times, **and to rest or sleep when tired.** The organisers accept no responsibility whatsoever for any accident or injury befalling participants and do not undertake to provide rescue or assistance of any kind. All participants will be required to sign the indemnity printed on the entry form and at signing-on.

15. Assistance:

Assistance or backup vehicles are not permitted. Crews and teams are required to be self sufficient throughout the event. Every effort will be made by Marshals to follow the route, and where time allows give assistance. Participants should make every effort to extricate themselves from any difficulties encountered. Local services should be called upon for help. Finishing is what matters, having a car repaired for a day and taking the next morning re-start is always an option. The London-Athens 2012 is primarily about building or preparing a car capable of completing a testing route.

16. Crew names:

Cars must display the name of the driver and co-driver/navigator as stated on the entry form in letters not more than 5 cm high, on each side of the car, just forward of the windscreen. The co-driver/navigators name at the top on the passenger side.

17. Fuel:

Throughout the event, attention should be given to re-fuelling whenever and wherever possible. If spare fuel is carried, it must be in the correct containers and secured. Fuel containers are not to be carried inside the cockpit. The organisers can not be held responsible for difficulties encountered in obtaining fuel.

18. Insurance:

The London-Athens 2012 is a 'Touring Assembly' and a motorsport competition insurance is not required. Car insurance and vehicle breakdown/repatriation insurance are not included in the entry fee. Personal Travel and Medical Cover are recommended. The Entrant is responsible for ensuring that the car is fully covered by insurance during the event, as required by the Road Traffic Acts of the countries included in the itinerary. Competitors will be asked to sign a declaration, at the start, to this effect. Both members of the crew will also be required to sign a declaration on their entry form indemnifying the organisers from liability.

19. Postponement or cancellation:

The organisers reserve the right to cancel or postpone the event or any part thereof should circumstances arise which make such action desirable or necessary. If the event is abandoned for this or any other reason, at any time, the organisers reserve the right to retain a proportion of the entry fee to cover administrative costs incurred to that point.

20. Guild of Motor Endurance Membership:

The highest standard that can be achieved on the London-Athens 2012 is 'Gold'. To attain the Gold standard participants should reach all 'controls' and 'designated places' along the route. Missing one will attain Silver, missing two, Bronze. To be classified as a finisher and achieve membership to the Guild of Motor Endurance, participants will need to finish the event, being the same crew and car that started the event, and reach all 'main controls'.

21. Presentations:

Best overall: the 'London-Athens 2012 Trophy'.
To the runners-up: a 'London-Athens 2012 Trophy'.
Also London-Athens 2012 pewter plates to:
The best in each class and the runners-up.
Goblets to the members of the winning team.
In each case there will be two awards per crew.
London-Athens 2012 souvenirs to each competitor.

22. Officials:

Clerk of the Course: Peter Davis.
Secretary of the event: Carol Bury.
Scrutineer: Ben Hall.
Marshals: Dick Tyler, Ben Hall.