



NEWSLETTER NO 2

April 2010



Travel and Cancellation Insurance

Information is enclosed on personal Travel Insurance – this includes personal repatriation if you are too ill to continue, and it is mandatory that you have repatriation insurance. You may of course source your own Travel Insurance, but you must have cover for all medical emergencies including getting home. You need this form if you have not already organised this – our Rally Doctor must be able to have the insurance number to organise repatriation if you are ill or injured. The Rally Doctor will inspect your insurance before you start the event. Your Travel Insurance must include personal repatriation, not all Travel Insurance includes this. Full details are on the form.

This has to be sent to the insurance brokers, not the Rally Office – this insurance scheme not only covers you for medical emergencies while on the event, but, will also cover your lost entry-fee if you are forced to withdraw from the event before the Start due to medical reasons. The earlier you take out this insurance, the better it is for you as the protection for your entry-fee in the event of illness covers you from the moment you take out the insurance.

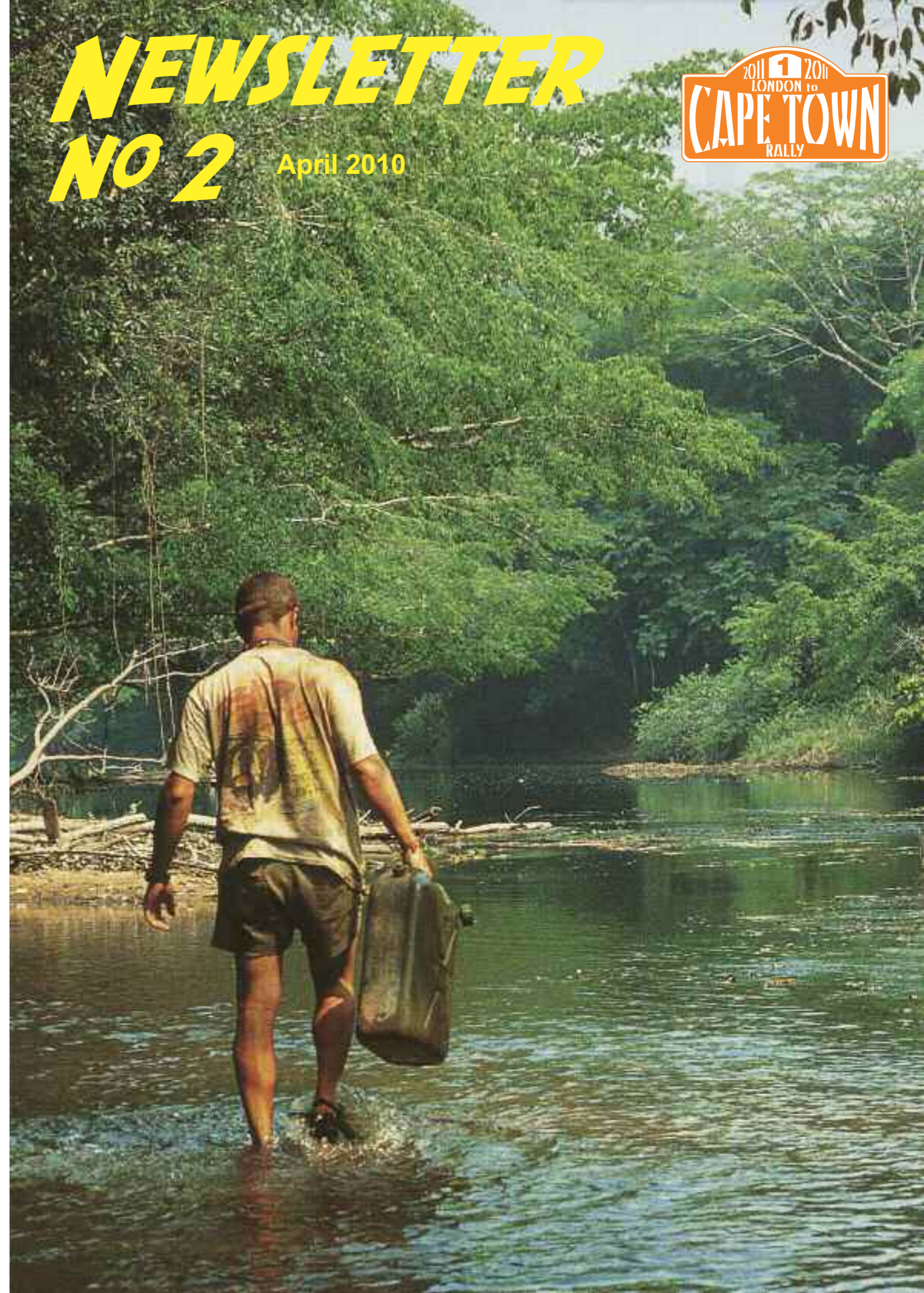
If you already have Travel Insurance, please make sure that a) it covers rallying in Africa, b) it includes repatriation in the event of injury or illness.

When you fill the yellow Medical Questionnaire, enclosed with this Newsletter, please include this Insurance number, and return to the Rally Office.

Safety Equipment

We confirm that all entrants in the 4x4 Category must have a roll-over cage, including front legs. This can be either welded or bolted in.

Tel: 01235 831221
email: admin@endurorally.com
www.londoncapetownrally.com





All our Newsletters and group emails will go to both crew members from now on as the information we send out is so important, starting with this Newsletter. The Rally has now closed for entries. The official list is attached, the crews that have paid in full have been awarded their competition number, either the next available number, or a particular number of their own choice.

Six minutes of film highlights from the recent route-survey, showing roads in Niger, Nigeria, Cameroon, Gabon, and The Congo, are now up on the website at www.londoncapetownrally.com

We have chosen roads off the map – they might look rather narrow (and your car might be far too wide) – but this is because the jungle is reclaiming the road, where locals in the main only use it as a footpath to walk from one village to the other, or ride a motorbike. We think some of the bigger vehicles on our entry list could face a real challenge. Our Land Rover was a tight squeeze in places... please take note how vital the right size could be.

We have very important news regarding Visas! You will need at least 8 clear pages in Your passport for the actual visas and a further 2 pages for entry and exit stamps, so 10 in total, please check yours now!

Also check that it has 6 months left to run from the end of the rally on 28th January 2011, (July 29th 2011). This is absolutely vital – one passport has to be used for the full length of Africa, you need plenty of pages, and “life” of the passport, best you get this done now rather than leaving to the last minute. Travcour can help British passport holders do this. The length of time your passport may be

in Embassies awaiting visas could be as long as 12 weeks, not 8 weeks as stated in Newsletter No 1, due to current political situations and a shortage of embassy staff.

The earliest we can apply for visas is 14th October as some visas have a short shelf life, any earlier and the visa will expire, any later and you will run out of time. If you cannot have your passport tied up in an embassy for October, November and December 2010 you need to get a 2nd passport now. If you travel extensively on business this is easy to do, talk to Amanda Wooders at Travcour on 020 7223 5295.

Algeria: We have to provide a provisional list of all the names, passport numbers, expiry dates, dates of birth etc to the Algerian Government for security reasons by the 14th April. We cannot do this without your help. Please send Barbara at admin@endurorally.com a scanned image of your passport as soon as possible. If you have just checked your passport and you need a new one, please apply immediately. If you are one of the four crews yet to nominate your co-driver please do this by the 14th April.

On the 1st July this list will go final and cannot be changed.

Philip Young has had a first meeting with the Algerian Embassy and it's clear from the start that to get things moving and run through a mine-field of bureaucracy with Sports Ministry, Ministry of the Interior and much else, we need a completed spread-sheet of names and cars. Showing “TBA” for a co-driver is therefore meaningless. Many of the Embassies and Government departments that we are talking to have stated that if they have a complete list of entrants and vehicles

with all details of Passports and engine numbers, this will help speed the process of visas, permits and borders. You can help us greatly by keeping in touch by email with the Rally Office. Some of you have co-drivers lined up but have not bothered telling us – a fully completed Entry List is going to help you, as well as the event.

We need to assemble this list as early as possible therefore we are forced to amend regulation Number 3.4. Cars and crew once designated cannot be changed after the 30th June 2010. If you lose your co-driver or are forced to change your car after the 30th June you will have deemed to have withdrawn from the event and forfeit all entry fees.

Carnet de Passage - Travcour's web site lists all the requirements for obtaining a visa for every country in the world. You will note that the visa applications, particularly Nigeria ask for a copy of your carnet de passage. Other countries ask for a guarantee, which is usually Airline tickets or a hotel booking but a carnet is acceptable as a guarantee. Therefore all entrants need a carnet de passage by October 2010, Or they cannot obtain their visas. We will apply for this on your behalf, as it is cheaper to apply as a group, but require the enclosed form to be fully completed and returned to us by June 30th 2010. If your form is not with us by this date, you will not be able to join the group carnet application and will have to apply as an individual. Obviously you have to have purchased your car by this date, so designating your car by 30th June must be a priority. Our Group-Carnet will include non-British crews.

Don't forget the cost of the carnet is based on the value of your car, the greater the value you state on the form

the more your carnet will cost, keep it low and realistic. Please note once a carnet de passage is issued the RAC will not refund the payment if you do not start the rally.

Maps: The route book will have sufficient detail for you to drive the event but you may like to buy the recommended maps as well. You will need Africa Michelin 741, and Michelin Central and South 746.

All competitors will need a Garmin GPS MAP 76cx with mount, power cable and booster Ariel. We have arranged with Garmin for all Cape Town entrants to receive a special discounted price of £245.96 which is a substantial cost-saving. Contact Allison Tice on:

+ 44 (0)2380 524157 or email her Allison.tice@garmin.com and place your order, mentioning you are an entrant on the London to Cape town to obtain the special rate. Please note that the Garmin Nuvee is not suitable as we cannot upload this with our waypoints, it has to be a Map 76cx or a similar Garmin Model.

Fuel: You should aim to be able to carry at least 600 km's worth of fuel either in your fuel tank or a combination of your fuel tank and extra petrol cans for use on the longer-sections.

Medical Questionnaire: Please find attached two copies of the Medical Questionnaire, please pass one to your co-driver and ensure that they are completed and returned to us by 30th May. We will forward details of a Travel/Health Policy shortly. Our Rally Doctor will tailor his medical Kit to suit your personal needs so is vital we have this back early.

Entry List: Our entry-list has now closed.

It is larger than we originally planned and we have been overwhelmed with interest. See the website for the final list. Can we remind all crews that Entries are NOT transferable. And, you do not have a fully-confirmed place on the event until the full entry-fee has been placed with the Rally Office, and with a fully completed entry form. Competition Numbers – your start order – is decided strictly on a first-come-first-served basis, as full payment is received the Number is issued, and the entry-list on the website shows the numbers that have been allocated to far. If you wish to have a particular number, we can allocate this providing it has not already been issued.

Gaining Experience: We were rather surprised to hear that one entrant has approached a member of the organising team for information to help with an advance look at a section of the route. Entrants are reminded that the Regulations preclude this with a penalty of Exclusion. The route, in any case, is not totally finalised, and looking at any aspect of it outside of our narrow weather window will only present conditions totally different to what the rally will experience.

However, if you would like to test your vehicle in Africa, familiarise yourself with desert conditions, the chaotic driving standards, we suggest a “fly-drive” holiday for a few days to Marrakesh, cheap and simple to do, and we could provide you with either pages from our recent Casablanca Rally, so, you get to try your hand at navigating from a Tulip road book for example, along with some map work from the Michelin map. Let us know and we can put together some simple advice-notes.

We are also talking to a local motor club about a training exercise, a timed rally

held in the autumn in darkness for a few hours, ending up at a pub where we can socialise together, for those who want to experience navigation, pacing themselves, and dealing with marshals and time-control procedures. Information on this will follow on later.

We also advise that those who have not taken part in a timed rally before to spend a day with the Silverstone Rally School, either as part of their groups which blend classroom sessions with accompanied test-drives in a Ford Escort on gravel, or, to hire the school's facilities for exclusive use for a morning. Two members of the Rally Office staff did this recently as a “brush up” of car control and found it a most useful day out, in terms of practical tips gained, and tremendously confidence building – after all, why risk damaging your own car when you can thrash a hire-car?

It is vital you gain personal experience, of any kind, it's all useful – even a 12-car rally round the lanes at night working from a map is better than no rally experience at all. This is a timed competition, with three points where if you fail to clock in, you are Excluded. It is not therefore a tour. We all make silly mistakes when tired, like booking early, or collecting penalties by missing a Time Control that we could and should have made on time...therefore gaining some personal experience is as important as car preparation.

Finally, can you check that the information that is shown on the Entry List and has been running on the website about you is totally correct, for example if we show your make, model, year of manufacture and engine size correctly.