

TOUR DE CORSE HISTORIQUE DU 05 AU 12 OCTOBRE 2024

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LEGENDS TO CELEBRATE

Waiting for June and the announcement of the first entry list, the Tour de Corse Historique reveals the identities of three remarkable models expected at the start in Porto-Vecchio on October 5, 2024.

The most capped Lancia Rally 037

This year, the Lancia Rally 037 will be honoured, 40 years after its last victory (in Corsica). The celebrations will be in style, with the presence of several examples already

confirmed, including the one presented by Drive Vintage, the only one to have won two World Championship victories.

Assembled in June 1982, this chassis (number 301) was initially used as a development model before being entered in the 1983 Rally New Zealand where the loose gravel of the course gave a rear-wheel drive little chance to compete with the Audi Quattro and its all-wheel drive. However, the difference wasn't going to be in terms of driveability, but more simply in terms of reliability. In this game, the Italian beat the German - and yes! - in the hands of Walter Röhrl. Entrusted to Markku Alén, the chassis then clinched a 3rd place in Finland followed by a victory at Sanremo, synonymous with the title for Lancia.

The car on display at the 2024 Tour de Corse Historic will be presented in the same specification it had during its second success in Italy.



Città di
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50 years ago... the Alpine A310

Only once in its history has the Alpine A310 finished in the top 3 of a world rally. It was the 1974 Tour of Corsica. Fifty years later, three units will be at the start of the Tour de Corse Historique, in both 4 cylinder and V6 versions.

Nicknamed the 'poor man's Alpine' in its early days, this car was not really appreciated by Renault drivers, who were mainly lamented its weight, which was around 140kg more than a Berlinette equipped with the same 1,600cc engine. Only Jean-Luc Thérier believed in its potential, and he proved it on the car's first international outing on the 'île de beauté' (island of beauty). Although its podium finish was not followed up in the World Championship, the car would succeed in France, with Guy Fréguelin becoming national Rally Champion in 1977 at the wheel of a V6 version.



Two MGs for a centenary!

The organisation of the Tour de Corse Historique is delighted to support the students of the ESTACA engineering school in their initiative to keep the passion for classic cars alive. Since October, the junior team has been restoring, preparing and converting to synthetic petrol a glorious MG B Roadster bought for 13,000 euros... Proof that it is possible to race in historic on a reasonable budget! Follow the adventure on Instagram @series_estaca.

First produced in 1964, with over 500,000 units, the MG B has already made a name for itself in competition, with a victory in the GT category at the 1964 Monte Carlo Rally and another overall victory at the 2004 Tour de Corse Historique!

The presence of this Roadster alongside a Midget MK III will provide an occasion to celebrate the centenary of the British brand MG, which notably produced the Metro 6R4, one of the stars of the 1986 Tour of Corsica.

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