

TOUR DE CORSE HISTORIQUE

VHC / VHRS / LÉGENDES



**04
09**
OCTOBRE
2021

21^e
ÉDITION

tourdecorse-historique.fr

REGULATION



Mobil 1

GRUPE
FERRANDI

Appart'Inenza
PORTO-VECCHIO

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Bâtiment • Automobile • Industrie



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21st TOUR DE CORSE HISTORIQUE

From 03 to 09 October 2021

SUPPLEMENTARY SPORTING REGULATIONS

VHC / CLASSIC - SPORTS REGULARITY - LEGEND

SUMMARY

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PROGRAM - SCHEDULE

Monday 05 July 2021		Publication of provisional regulations
Saturday 28 August 2021		Closure of entries
24, 25, 26 September 2021 1, 2, 3 October 2021	09.00 to 19.00	Reconnaissances
Sunday 03 October 2021	08.30 to 20.00	Administrative checks - Marina median, Porto Vecchio Scrutineering - Marina median, Porto Vecchio
Monday 04 October 2021	08.30 to 20.00	Administrative checks - Marina median, Porto Vecchio Scrutineering - Marina median, Porto Vecchio
	09.30 to 20.00	Test driving sessions (shakedown)
	19.00	1st meeting of Sporting Stewards
Tuesday 05 October 2021	08.00 to 09.00	Administrative checks - Marina median, Porto Vecchio Scrutineering - Marina median, Porto Vecchio
	08.00	Cars entering Parc Fermé - La Marine median- Porto Vecchio
	09.15	Publication of the list of crews allowed to start
	11.00	Start of the Rally - Leg 1 - Marina median, Porto Vecchio
	13.16	Finish of Leg 1 - Total Palombaggia petrol station, Porto Vecchio
	21.00	Publication of provisional results + starting orders of Leg 2
Wednesday 06 October 2021	07.00	Start of Leg 2 - Marina median, Porto Vecchio
	14.27	Finish of Leg 2 - Borgo
	21.00	Publication of provisional results + starting orders of Leg 3
Thursday 07 October 2021	07.00	Start of Leg 3 - Sporting Complex, Borgo
	13.22	Finish of Leg 3 - Commercial Port, Calvi
	21.00	Publication of provisional results + starting orders of Leg 4
Friday 08 October 2021	07.00	Start of Leg 4 - Commercial Port, Calvi
	14.17	Finish of Leg 4 - Propriano
	21.00	Publication of provisional results + starting orders of Leg 5
	07.30	Start of Leg 5 - Propriano
	11.22	Finish of the Rally - Marina median, Porto Vecchio
	12.30	Final scrutineering - Porto Vecchio, Garage Renault BALES
	17.30	Publication of the Rally's classifications

SUPPLEMENTARY REGULATIONS - VHC

Enforceable regulations.

These supplementary regulations complete the VHC rallies specific rules and the FFSA regulations (Fédération Française du Sport Automobile).

ART. 1P. ORGANISATION

The Association Sportive Automobile Terre de Corse, administrative organiser and the association Tour de Corse Historique, technical organiser, organise under the patronage of the Collectivité territoriale de Corse and the City Of Porto-Vecchio, the 21st Rally Tour de Corse Historique. The current regulations have received the right to organise from the FFSA, under the number 507, dated 26 August, 2021 and the right to organise from the Ligue Corse du Sport Automobile number NH/03/2021, dated 19 July, 2021.

Organising Committee

President :	Gérard CESARI
Vice-Presidents :	José ANDREANI
Treasurer :	Marie-Ange DINI
General Secretary :	Mélina ORSATTI
Members :	Anghulu Maria ALETTI Cathy BAILE Laurent BATTAGLINI Antoine CASANOVA Alain CHIARI Corine GAYDOU Philippe GIOVANNI Michel GRANDSERRE Claudine GRANDSERRE Abdel KAJEQUI Zakaria KNIZI Marie-Laure LEONETTI Saïd AHMAMAD Christian PAOLI Christian PADOVANI Pierre PIERGIGLI Jean-Jo PRUNETTI Charly RAGNE Virginie SOULAIRE

Rally Office :	Tour de Corse Historique Route de Murateddu 20137 Porto Vecchio (GPS: 41°35'58.2"N-09°15'47.3"E)
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Phone: 00 33 (0) 4 95 70 67 33

Email : tourdecorsehistorique2a@gmail.com

Clerk of the Course: Antoine CASANOVA Phone: 00 33 (0) 6 13 02 58 38

Office during the rally: Stage Towns

1.1P. OFFICIALS

Board of Sporting Stewards:	President	Fabien ZYCH	4626
	Members	Vincent FATTACCIO	8025
		Jean-Roch LEBOSSE	2332
Clerk of the Course (COC):		Antoine CASANOVA	4042
Clerk of the Course - VHRS:		Robert GALLI	9206
Deputy Clerk of the Course - VHRS:			
Deputies Clerk of the Course:		Nicole BONNET	7422
		David BERETTI	20543
		Christian LECA	8021
		Sylvie ZYCH	3416
Delegate COC - Regrouping parks:		Sylvie KRZYZANOWSKI	22005
Delegate COC - tricolor car:		Cathy BAILE	174066
Chief CRAC		Emilie TRAMONT	179234
CRAC		Corine BEFFY	27682
		Claude DELOUBES	16424
		Nicole FOREST	1882
Chief Scrutineer:		Michel RAMU	2669
Scrutineers:		Thierry GARBI	16028
		Loys BORDERON	183288
		Robert CORBET	6850
		Henri PINET	11855
		Valérie ROUSTAND	122514
Delegate Technical Organiser:		Cathy BAILE	174066
Delegate COC's - on S.S.:		Noël BASTIANAGGI	2221
		Marc CIER	2942
		Jacky PINON	5330
		Daniel VERNET	147321
Info Car		Evelyne BOUNIOL	117388
		Christian ATTRAZIC	47065
Chief Doctor		Maryse GULESSIAN	
In charge of administrative checks		Corine GAYDOU	
In charge of parks		Virginie SOULAIRE	
Delegate at regroupings:		Abdel KAJEOUI	
In charge of classifications:		PATRICK SOFT	
In charge of relationship with Press:		Henri SUZEAU	
In charge of website:		Alexandre MULLER	
In charge of social media:		Marie-Laure LEONETTI	

With the exception of the sporting stewards, all the officials quoted by name in the current regulations, as well as in any possible bulletins, are Judges of Fact.

1.2P. ELIGIBILITY

The Rally Tour de Corse Historique is counting for the PIERROT ORSINI TROPHY, given to the three-time-winner of the TOUR DE CORSE HISTORIQUE, the JEAN CANONICI TROPHY for codrivers and the JEAN CHARLES MARTINETTI TROPHY, winner of the largest number of SS.

1.3P. ADMINISTRATIVE CHECKS AND SCRUTINEERING

The entered crews will be notified of their convocation for administrative checks on the website www.tourdecorse-historique.fr.

They will take place on the Marina median, in Porto-Vecchio, on 3rd and 4th October 2021 from 08.30 to 20.00 and on 5th October from 08.00 to 09.00.

Final scrutineering will take place on 9th October 2021 at 12.30 pm at:

Garage Renault Balesi – Porto Vecchio.

Manpower: 60 €/hour

ART. 2P. INSURANCES

Complying with the FFSA standard regulations.

Insurer : Maillard Assurance – Phone : +33.6.32.24.87.23 – Email : maillardassurance@sfr.fr

Service and opening vehicles, even if wearing specific plates or panels delivered by the organisers, may in no case be considered as official participants in the rally. They are not covered by the insurance policy of this latest and remain under the responsibility of their owners.

ART. 3P. COMPETITORS AND PILOTS

3.1P. ENTRY APPLICATIONS - REGISTRATIONS

3.1.5P. Any competitor who wishes to enter the Tour de Corse Historique must send the fully filled in application form to the rally office before Saturday, August 28th, 2021 (date as per postmark). Any uncomplete application will be placed on a waiting list.

3.1.11.1P. The costs of the entry fee are :

With the optional advertising of the organizers:	3,990 €
Without the optional advertising of the organizers:	7,980 €

The costs of the entry fee for « small cylinder capacity cars » are :

With the optional advertising of the organizers:	3,200 €
Without the optional advertising of the organizers:	6,400 €

Are considered « small cylinder capacity cars » :

Groupe 1 (T)	up to 1,600 cm ³
Groupe 2 (TC)	up to 1,400 cm ³
Groupe 3 (GT)	up to 1,600 cm ³
Groupe N	up to 1,600 cm ³

The entry fees include : the insurance, two rally plates and the pack of clothes.

3.1.12P. The entry application will be accepted only if it sent together with the payment of the entry fee, as well as the copy of the first page of the FIA PTH or FFSA PTHN (Historic Technical Passport).

3.1.13 P. The organiser shall refund, with deduction of a variable deduction, the entry fees to competitors who, for reasons of force majeure, are obliged to withdraw, provided that a request is received by the organiser by registered letter with proof.

The withholding will be :

- 30% before 29 August 2021
- 60% after 29 August 2021

3.1.14 P. In case of Force Majeure, or for any safety reason, the organisation reserves the right to make any necessary changes during the rally, ordered or not by the authorities, and to cancel the whole rally in case of extraordinary circumstances.

Similarly, **in case of withdrawal of administrative authorisation or request for suspension by the sporting or administrative authorities**, this will be considered as a case of Force Majeure. **30% of the entry fee will be withheld or partially deferred to the next edition.**

3.2P. CREWS

3.2.7P A compulsory written briefing is written by the organisers and given at administrative checks to crews.

In addition, an oral briefing may be organised. If planned, the time and place will be mentioned in the schedule of these regulations.

3.3P. STARTING ORDER

3.3.1P For the first Leg, starts will be given according to the race numbers.

For the following legs, start will be given according to the overall classification of the previous day, not including the penalties and after the possible repositionning of some competitors, decided by the Board of Sporting Stewards.

For the 1st and 5th Legs, starts will be given in the following order : VHRS, VHC, then LEGEND. For all other Legs, starts will be given in the usual order : VHC, VHRS, LEGEND.

ART. 4P. CARS AND EQUIPMENTS

4.1P AUTHORISED CARS

Are authorised cars with a road definition from periods E to J1 included, as defined in Appendices K and J, VHC approved and possessing a historical technical passport (PTH or PTHN).

Cars from period J2 (Appendix J) that are VHC approved and have a historical technical passport (PTH or PTHN) are also authorised. They will be the subject of a specific classification.

Foreign licensees will have to provide the document equivalent to a PTH which authorises them to participate in historical competitions in their country (if applicable, a certificate from their ASN).

Cars are listed by GROUPS:

- | | |
|-------------|-----------------------------|
| - GROUP 1 - | T - Touring |
| - GROUP 2 - | TC - Competition Touring |
| - GROUP 3 - | GT - Grand Touring series |
| - GROUP 4 - | GTS - Special Grand Touring |
| - GROUP N | Production J |
| - GROUP A | Touring J |
| - GROUP B | J |

For competitors wishing to compete with a car from groups 4/5 - GTS - Special Grand Touring / GTP / HST / TSRC - Prototype Grand Touring, their admission is subject to the prior agreement of the Organiser in order to maintain consistency on the line-up of competition vehicles. Cases of refusal, at the sole discretion of the Organiser, are not subject to a sporting appeal.

Cars are allowed to be equipped with **electric** steering assistance, it is also allowed to mount an existing or approved power steering system from the same car model as the one presented without changing the period if this model is not equipped with it originally in the period presented.

4.1.2.P CLASSIC RALLY CATEGORY

Are authorised cars of the category Competition Classic Rally from 1977 to 1981, **possessing a 3-part-technical-passport issued by a qualified Scrutineer or an exemption certificate from the FFSA VHC technical department. They will be subject to a separate classification.**

The purpose of the Rallye Classic technical regulation is to admit models of rally cars in a configuration that could potentially have been used from 1977 to 1981 and this in the coherence and technology in force at that time.

These regulations do not represent the strict individual history of the model in the race. It is nevertheless in consistency with what could or could have been regulated at the time on these cars.

Any competitor with a PTH request under consideration by the members of the VHC homologation commission and wishing to participate in an event, may contact the VHC Technical Department, via a letter (or email) with a copy of his entry form, in order to obtain an exemption to participate in this event in the Classic Category.

In this case, no 3-part "Classic" passport issued, only the certificate is required.

The car will be admitted to the Classic Class provided that the safety equipment complies with the requirements in force on the day of the rally.

Cars belonging to Classic Rally category will be the subject of a separate classification.

4.1.2.1.P DEFINITION OF AUTHORIZED CARS

Series Touring and Grand Touring cars with an FIA homologation in Gr 1, or 2, or 3, or 4, or 5 between 1977 and 1981.

4.1.2.2.P AUTHORIZED OR COMPULSORY AMENDMENTS AND ADJUNCTIONS

Regarding Touring cars :

The limits of modifications granted are those permitted by the Group 2 regulation of Appendix J 1981.

Regarding Grand Touring cars :

The limits of modifications granted are those permitted by the Group 4 regulation of Appendix J 1981. The modifications and the technical elements used must be in consistency with what could or could have been regulated at the time on these cars.

4.1.2.3.P SAFETY

Windshield: Laminated glass compulsory

Fuel system: In accordance with Article 253.3 of the current Appendix J

Seat, Fire Extinguisher, Harness, Reinforcement: Refer to the VHC safety equipment table for each of the current disciplines.

4.1.2.4.P DOCUMENTS

Each car in the Classic category must have a 3-part Classic Technical Passport, or, in the event of a exemption from the FFSA, the corresponding attestation.

For Touring cars, there must be a Gr1/2 homologation form together with the technical passport.

For Grand Touring cars, there must be a Gr3/4 homologation form together with the 3 part-passport

Récapitulatif 2020 des équipements de sécurité VHC - Rallye		VHC - Rallye													
Annexe K 2020	A	B	C	D	E	F	G1	G2	H1	H2	I	J1	J2		
Coupe circuit Signalisation : Éclair rouge sur fond bleu	Art.5.3						X								
Batterie	Art.5.3														
Réservoir carburant	Art.5.5														
Canalisation de carburant	Art.5.5														
Systèmes d'extinctions et/ou Extincteurs manuels	Art.5.7.3 Ann.XI Art.3.2.7														
2 rétroviseurs extérieurs	Art.5.10														
Pare-brise en verre feuilleté	Art.5.12														
Feux arrière / Feux anti-crash	Art.5.14														
Harnais homologués FIA / Ceinture de sécurité Deux coupe-ceintures obligatoires	Art.5.15 Art.5.15.1														
Fixations supplémentaires T, CT, GT, GTS, GTP	Art.5.17														
Anneau de remorquage AV-AR	Art.5.18														
Siège homologué FIA/ Siège origine	Art.5.22														
Double circuit de freinage	Art.6.11.5														
Armature / Structure de sécurité / ROPS	Ann.V & VI														
Mousse d'arceau selon norme FIA 8857-2001	Ann.VI Art.3.6														
Flime anti-éclats pour vitre latérales	Ann.XI Art.3.2.1														
Système Retenue Frontale de Tête (RFT)	Ann.XI Art.3.3														
Triangle et gilet jaune															

Minima for rollbar frame, current Appendix K

For closed cars : T - CT - GT - GTS - GTP

Appendix VI Year

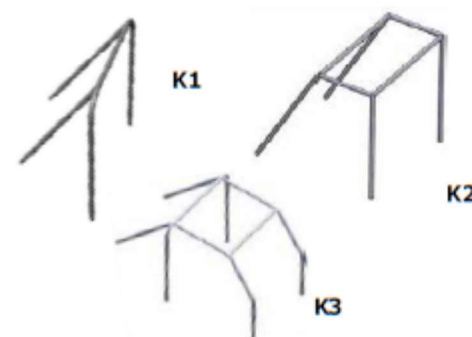
1.1.2 (a) Up to 1961

Periods

A to E

Observations

Recommended
or minimum of the period



1.1.2 (b) 1962 to 1965

**F : Circuit and CdC
GT - GTS - GTP**

minimum of the period
K1 or K2

1.1.5 (c) 1962 to 1965
1966 to 1990

1.1.2(b F (rally)
G1 to J2**

** dito G1 (K3+D+2P) or**
G1 maximum 6 points (+1 or 2)
K13-K17-K23
Except if +6 points Specification of period
K3+Doors+Back diagonal
G2 -> J2 = + 6 points



** 1.2.2 Homologation Appendix VI or
ASN or FIA (VO homologation form)

1.1.5 (d) 1982 to 1990

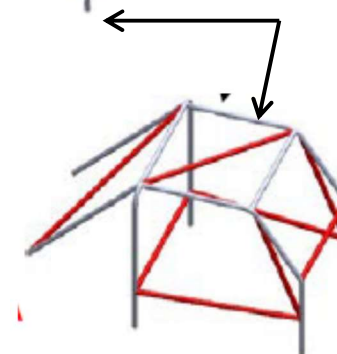
J1 and J2 Group B +1600cc

K3 +Doors+Back diagonal+Roof+
Windscreen+Dashboard+Rollbar foot

1.1.5 (e) 1982 to 1990

All other cars

Specification of period, Homolog or An VI
except R5T and 037 FIA homologated structure



* See Appendix V diagrams and VI regulations

** See Appendix VI : Art 1.2 and 1.2.2 : either complying with Appendix VI, or ASN homologated (copy), or FIA homologated (VO homologation form)

4.3P. SERVICING

Service is free between Special Stages.

At the end of each leg, after having spent 20 minutes in waiting park, and after having checked-in at the Time Control (TC) at the exit of the waiting park, the crew or any other authorised person, will bring the car into service park or area for a maximum time of three hours (03h00).

After these 3 hours, a five-minute-penalty will be applied for each extra hour or fragment of hour.

Cars must be in parc fermé one hour before the start of the first car of the following leg, at the latest.

4.3.2.3P. LIMITING CHANGE OF SPARE PARTS

Complying with the FFSA standard regulations.

Given the special nature of the Corsican roads, the length of the special stages, the number of turns per kilometer, mounting an electric or hydraulic power steering is allowed.

4.7.P. FIRE EXTINGUISHERS

The fire extinguishers fixed according to the list No.16 should compulsorily have the pin removed before the start of a SS. A ban to start may be decided by the COC for non-compliance with this article.

4.8.P G.P.S. CONTROL AND TIME-KEEPING BOX

At administrative checks, competitors will be given against a deposit (500 €), a GPS control and time-keeping box branded Tripy. Its mounting is under the responsibility of the competitor.

The equipment is made of three elements:

- the TRIPY GPS box itself
- a power cable already fixed in the car by the competitor, before scrutineering
- a magnetic antenna.

Once the equipment fully fixed and tested under the supervision of officers from TRIPY, equipment shall in no event be disconnected and leave the car up to the finish of the rally.

The competitor is solely responsible for the whole time-keeping equipment that has been entrusted to him.

This material may be controlled in any point of the route by the Organiser, particularly at the beginning and the end of the SS's as well as in parks. Any action to prevent its functioning will result in exclusion from the race.

The G.P.S. system mounted on each vehicle will also check the speed of the car at any point of the route and can therefore be used to check the compliance with the Highway Code regulations.

ART. 5P. IDENTIFICATION OF CARS & ADVERTISING

5.1.P. IDENTIFICATION OF CARS

In accordance with the new identification measures of rally cars (Decree No. 2012- 312 dated 5th March 2012 amending Article R.411-29 of the Highway Code and decrees dated 14th March 2012 and 28th March 2012), the identification of the cars will be made by affixing two plates (210mm x 140mm), one located at the front of the car, and the other one at the rear.

The plate number will be the one given by the organiser as race number.

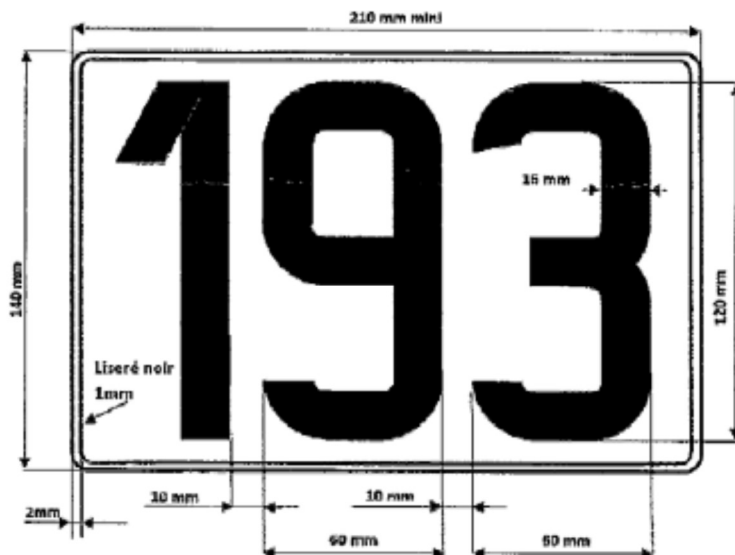
Its validity shall be limited to the date and the route planned for the rally.

The format of these plates and their technical characteristics shall conform to the following diagram:

Position of the front plate: located in the top right corner of the windshield.

Position the back plate: located at the location of the rear license plate.

Colour: black lines on white background.



5.2.P. ADVERTISING

Compulsory collective (doors' panels, front registration plate) and optional advertising (windscreen right and left stickers) are :

COMPULSORY ADVERTISING : DOORS' PANELS
⇒ **BRM - MISTER MATERIAUX - TOUR DE CORSE HISTORIQUE**

OPTIONAL ADVERTISING : RIGHT WINDSCREEN STICKER
⇒ **CORSE GSM**

OPTIONAL ADVERTISING : LEFT WINDSCREEN STICKER
⇒ **APPARTINENZA**

OPTIONAL ADVERTISING : FRONT REGISTRATION PLATE
⇒ **ESSO MOBIL FERRANDI**

Unless previously agreed with the organisers, the posting of any advertising medium on the rally route and in the immediate vicinity **is strictly prohibited** as well as the reproduction of the images of these supports. Under the same conditions, any advertising or promotional action based on the image of the rally must be authorised by the organisers.

No commercial action near the rally, via social networks or web is allowed without the agreement of the organisers.

By a municipal decree any commercial action is prohibited.

ART. 6P. SITES AND INFRASTRUCTURES

6.1 P. DESCRIPTION

The Rally Tour de Corse Historique will cover a route of **1,003.42 kms**.

It is divided into 5 legs and 9 sections.

It includes 20 Special Stages, their total length being **382,30 kms**.

The details of the special stages and of the timing feature in appendix 1.

6.2 P. RECONNAISSANCES

6.2.5P. Complying with standard regulations.

The authorized days to carry out reconnaissances are :

- Friday 24, Saturday 25 and Sunday 26 September 2021, from 09.00 to 19.00.
- Friday 1, Saturday 2 and Sunday 3 October 2021, from 09.00 to 19.00.

ART. 7P. RUNNING OF THE RALLY

7.1.P. START

After scrutineering, vehicles may be placed into the start parc fermé.

7.2.P. GENERAL CONTROL PRINCIPLES

7.2.10 P. The Stewards may be recognized by :

Marshalls:	Orange vest
Post chief :	Orange vest with blue stripes
Radio :	Yellow vest

7.3.17.P NEW START AFTER WITHDRAWAL / RALLY 2

Any competitor excluded for a delay exceeding the maximum authorised time between two time controls at the end of a section, or the end of the day may reenter the rally, under the following conditions:

- having informed the COC of his decision to reenter the rally, at the latest 30 minutes before entering the regroup park at the end of a section or the parc fermé at the end of a leg.
- having successfully submitted his car to the scrutineers 30 minutes before the start time of the first car for the next section or leg.

For the section in which the withdrawal or the exclusion has been notified, a competitor reentering the rally will get :

- **for each special stage not finished or not raced : the worst time + 5 minutes.**
- **for each section not finished or not raced : a 30-minute-penalty.**

Competitors reentering the rally in regrouping park will start according to their time and rank of entry in the park, they may not claim for any repositioning.

Once the Board of Sporting Stewards has dealt with any requests for repositioning of competitors still in the race, competitors returning to the rally as part of Rally 2 will be reclassified according to their race numbers and their performances during the previous stage or stages.

In any event, the board of sporting stewards may, at any time, withdraw the benefit of this reintegration into the rally, without giving any reason, this decision not being subject to sporting appeal.

7.5P. SPECIAL STAGES

7.5.4.P START PROCEDURE

Start is given according to the conditions of the FFSA standard regulations for rallies.

For SS 3, 4, 5, 7, 8, 10, 11, 12, 14, 15, 16, 17 with an intermediate security post, a time-keeping point will be placed between 50 and 100 metres before the post.

The interest is twofold:

- To have two sections for the Special Stage, therefore two times constituting an aid for the allocation of fixed times in case of a stop in one of the sections.
- To allow a new start at the safety post in case of a race interruption during the first zone, this new start being measured in a race situation (while driving at full speed) at the time-keeping point located downstream.

7.5.9.P TIME RECORDING SYSTEM

Timekeeping will be done to the second.

The TRIPY box fitted in all cars enables the time recording when passing at the GPS control points and its direct transmission to a central server in order to do the rankings.

In case of malfunction of the time taken by GPS for technical reasons, a fixed time shall be given by the Stewards in accordance with Article 7.5.16 of the FFSA standard regulations for rallies.

7.5.13.P RACE ROUTE CLEARANCE

If it proves necessary to intervene on the route of a SS in order, in particular, to clear the road, only the Clerk of the Course will be able to order the appropriate technical intervention.

The intervention will only be carried out if the race route of the SS, blocked by the car of the broken down or damaged competitor, does not allow any possibility for the following cars to divert the obstacle on the course.

The members of the crew concerned may not object to their immobilised car being cleared, moved or towed during the entire duration of the SS, including its repetition.

Any intervention is strictly limited to the services of the organiser and/or rally officials.

It is not the organiser's role at the end of the rally to transport the car of a competitor who fails to complete the SS. **However, the competitor may request the intervention of these tow trucks, the costs of which are to be borne by the competitor.**

7.5.17.4.P All crews must inform the Race Direction as soon as possible of their withdrawal.

The telephone number will be written in the time card and on a label to be stuck on the dashboard.

Any driver or crew who contravenes one or more of the provisions of article 7.5.17 may be penalised by the board of sporting stewards.

7.6P PARC FERME

At the end of each stage, competitors must enter a waiting park for a maximum of 20 minutes.

During these 20 minutes, the crew and the car must remain present for interviews and photos.

At the end of these 20 minutes, the car may be removed by the crew or any authorised person. In all cases, the competitors or the authorised person must check out at the exit of the waiting area to go to service.

After servicing, competitors will enter the parc fermé (early check-in allowed).

ART.8P.PROTESTS - APPEALS

Complying with the FFSA standard regulations

ART.9P.CLASSIFICATIONS

Will be published:

- * An overall classification (periods E to J1)
- * An overall J2 classification (1986 to 1990)
- * An overall Competition Classic Rally classification
- * A women classification
- * A classification for « small cubic capacity cars » (see article 3.1.11.1P)

* A classification for the following periods:

Period E	1947 to 1961
Period F	1962 to 1965
Period G1	1966 to 1969
Period G2	1970 to 1971
Period H1	1972 to 1975
Period H2 to I	1976 to 1981
Period J1	1982 to 1985

* A Group classification for all periods.

During the event :

Classifications, given over the course of time (scratch and ES), will take all cars into account, no matter their categories, groups, nor periods.

After all legs, will be published :

- provisional overall classifications (periods E to J2)
- provisional Competition Classic Rally overall classifications
- provisional classifications for « small cubic capacity cars »

ART. 10P. TROPHIES

The prize-giving ceremony will take place on the Finish podium in Porto -Vecchio, **on Saturday 9 October 2021.**

- | | |
|---|--|
| • Overall classification : | 2 trophies to the first three crews |
| • J2 classification : | 2 trophies to the first three crews |
| • Classic classification: | 2 trophies to the first three crews |
| • Women classification: | 2 trophies to the first women crew |
| • Small cubic capacity classification: | 2 trophies to the first three crews |
| | |
| • Classification by periods: | 2 trophies to the first three crews of each period |
| • Classification by groups: | 2 trophies to the first crew of each group |
| | |
| - The Pierre Orsini Trophy will be awarded to the winner of 3 editions of the Tour de Corse Historique. | |
| - The Jean Canonici Trophy will be awarded to the 1st Corsican codriver. | |
| - The Jean Charles Martinetti Trophy will be awarded to the crew who won the biggest number of scratch times on the event (ES). | |

SUPPLEMENTARY REGULATIONS - VHRS

ART. 1P. ORGANISATION

The Association Sportive Automobile Terre de Corse, administrative organiser and the association Tour de Corse Historique, technical organiser, organise under the patronage of the Collectivité territoriale de Corse, the 21st Rally Tour de Corse Historique.

Organising Committee

Complying with the Tour de Corse Historique VHC supplementary regulations.

Rally Office, Address

Complying with the Tour de Corse Historique VHC supplementary regulations.

Office during the rally

Complying with the Tour de Corse Historique VHC supplementary regulations.

Technical Organiser

Complying with the Tour de Corse Historique VHC supplementary regulations.

1.1P. OFFICIALS

Complying with the Tour de Corse Historique VHC supplementary regulations.

1.3P ADMINISTRATIVE CHECKS & SCRUTINEERING.

The following documents must be handed out at administrative checks : driving licence, federal licence or title of participation, as well as registration certificate of the car **(provide a photocopy of the vehicle registration document, which will be used to break the tie)**.

At scrutineering, competitors must show the identity file or PTHN, delivered by the FFSA for each historic vehicle or an FIA « laissez-passer » of Vehicle for Historic Regularity Route.

As soon as they arrive, each crew must go to the parc fermé and make their car available for a check by the scrutineers.

1.3.4.P BRIEFING

An oral briefing will be organised by the COC.

All crews allowed to start must be present.

ART. 2P. INSURANCES

Complying with the Tour de Corse Historique VHC supplementary regulations.

ART. 3P. COMPETITORS AND PILOTS

3.1.P. ENTRY APPLICATIONS - REGISTRATIONS

Any person who wishes to enter the Tour de Corse Historique Sporting Regularity Rally must send the fully filled in application form to the rally office before Saturday 28th August, 2021 (date on postmark). Any uncomplete application will be placed on a waiting list.

The competitor must compulsorily write on his application form the chosen average category for the whole rally : « **high, intermediate, low** ». This choice may be modified at administrative checks after autorisation of the Board of Sporting Stewards.

The cost of the entry fee is :

- With the optional advertising of the organisers: 3,990 euros
- Without the optional advertising of the organisers: 7,980 euros

The cost of the entry fee for "small cubic capacity cars" is :

- With the optional advertising of the organisers: 3,200 euros
- Without the optional advertising of the organisers: 6,400 euros

The following are considered "Small cubic capacity cars":

Group 1 (T)	up to 1600 cm ³
Group 2 (TC)	up to 1400 cm ³
Group 3 (GT)	up to 1600 cm ³
Group N	up to 1600 cm ³

These entry fees include : the insurance, two rally plates and the pack of clothes.

3.1.1P. The entry application will be accepted only if it sent together with the payment of the entry fee.

3.1.2P. The organiser shall refund, with deduction of a variable deduction, the entry fees to competitors who, for reasons of force majeure, are obliged to withdraw, provided that a request is received by the organiser by registered letter with proof.

The withholding will be :

- 30% before 29 August 2021
- 60% after 29 August 2021

3.1.3P. In case of force majeure, or for any safety reason, the organisation reserves the right to make any necessary changes during the rally, ordered or not by the authorities, and to cancel the whole rally in case of extraordinary circumstances.

Likewise, in case of withdrawal of administrative authorisation or request for suspension by the sporting or administrative authorities, this will be considered as a case of Force Majeure. 30% of the entry fee will be withheld or partially deferred to the next edition.

3.2.P. CREWS

Admissible federal licences : the International or National « competitor » federal licences are allowed as well as Regularity International or National Titles of Participation.

All crews must be composed of the first pilot and a copilot, as specified on the application form. The first pilot must be holder of the driving licence.

To be allowed to drive the car during the rally the copilot must be holder of the driving licence. The minimum age for a copilot is 16 years old.

In the regularity zones, the crew members must be equipped with helmets suitable for motor sport. (minimum CE standard)

It is compulsory to wear clothing that fully covers the arms and legs. Particularly flammable materials (nylon, etc.) are prohibited.

3.3P. STARTING ORDERS

For the first stage, competitors will start in ascending order of the numbers allocated by the Organiser.

For the following stages, the start will be given according to the classification of the first stage for each of the averages, excluding penalties and after any repositioning of competitors, decided by the Board of Stewards.

In the following order: high average, intermediate average, moderate average and low average.

The starting order may be modified during the rally by the Board of Stewards, if necessary on the proposal of the Clerk of the Course.

The VHRS Rally "Tour de Corse Historique" runs behind the VHC Rally for legs 2, 3 and 4.

For Leg 1 and 5, starts will take place in the following order: VHRS, VHC and then LEGEND.

ART. 4P. CARS AND EQUIPMENT

4.1P. ELIGIBLE VEHICLES

The Historique Sporting Regularity Rally is open to cars of the following categories :

- **Eligible cars (periods and classes)** until 31/12/1990 as defined in Appendix K of the FIA Sporting Code.
- **Standard Touring Cars**, compliant with French road legislation, over 25 years.
- **Standard Grand Touring Cars (GT)** compliant with French road legislation, over 25 years.
- **Regularity Touring Classic category**: production cars that comply with French road legislation, over 25 years.

The organiser may refuse to admit a car that does not comply with the spirit and appearance of the given period.

All cars must comply with the Highway Code :

- Fire extinguisher : compulsory, valid (minimum capacity 2 kg)
- Seat belts: They are compulsory if the vehicle is fitted with the corresponding anchorage points as standard.
- Fluorescent vests : one by crew member.
- 1 warning triangle

Limited choice of Average:

- Only cars before 1965 and under 2000 cm³ can register on a low average.
- The moderate average replaces the low average for all other cars.
- Convertible vehicles will not be allowed on high average.
- For the high average, the roll bar is recommended.
- The Board of Sporting Stewards, subject to a request for exemption made by the competitor, at the latest during the administrative checks, may modify the average category chosen, depending on the type of vehicle.

4.3.1P. SERVICING

Service is free between Special Stages. At the end of the legs, service zones will be offered to the competitors and will be indicated in the Road Book.

Tow trucks made available to the COC at the start of each SS can, after the passage of the sweeping car, assist the crashed cars, at the competitor's costs.

4.6.P. CARS' IDENTIFICATION

Complying with the Tour de Corse Historique VHC supplementary regulations.

4.8.P G.P.S. CONTROL AND TIME-KEEPING BOX

During the administrative checks, competitors will be given a G.P.S. control and timing box of the TRIPY brand, in exchange for a deposit (amounting to 500 euros), the installation of which will be the responsibility of the competitors.

The equipment is made of three elements:

- the TRIPY GPS box itself
- a power cable already fixed in the car by the competitor, before scrutineering
- a magnetic antenna.

Once the equipment fully fixed and tested under the supervision of the scrutineers, it shall in no event be disconnected and leave the car up to the finish of the rally.

ART. 5P. ADVERTISING

Complying with the Tour de Corse Historique VHC supplementary regulations.

ART. 6P. SITES AND INFRASTRUCTURES

6.1.P. DESCRIPTION

Complying with the Tour de Corse Historique VHC supplementary regulations.

The schedule (km and times) features in appendix. The ideal gap between two cars is one minute. However, to make it smoother, the COC may reduce this gap to a minimum of thirty seconds. The details of the itinerary, as well as time controls and passing controls, neutralisation periods etc. feature on the road book and on the time card as well.

6.2.P. RECONNAISSANCES

Complying with the Tour de Corse Historique VHC supplementary regulations.

6.2.7 PENALTIES

In accordance with the standard rally regulations.

ART. 7P. RUNNING OF THE RALLY

7.1.P. START.

Start will be given according to the schedule.

7.3.P. TIME CONTROLS

7.3.2.P CHECKING-IN PROCESS

- The checking-in process starts when the car passes the entry panel (yellow panel) in the entry zone of the time control.
- Between the panel showing the entry zone (yellow panel) and the control post, crews are not allowed to stop nor to drive slower than necessary.
- Checking-in of the time card may only be made if both members of the crew and their car are in the zone in the immediate vicinity of the control table.
- Checking-in time corresponds to the exact time where a member of the crew presents the time card to the marshall.
- The marshall then writes the time of presentation, and only the time on the time card.
- The crew does not incur any penalty for early arrival if the time of the car entering the control zone corresponds to their ideal minute of checking-in.
- The crew does not incur any penalty for lateness if the time of presentation of the time card to the marshall corresponds to their ideal minute of checking-in.

CAUTION ! you must not enter the zone (after yellow sign) before your ideal minute.

Example : the ideal time for checking-in is 10.34.

You must pass the yellow panel between 10.34'00" and 10.34'59 "

If you pass the yellow panel at 10.33'45" you will get a penalty for early arrival, even if you give your time card at 10.34.

7.5.P. REGULARITY TESTS (ZR)

Crews must drive the regularity tests at an average speed decided by the organisers and according to the choice of average taken by the competitor.

For each regularity test, the time-keeping will be automatically done by GPS and time will be taken at the second. Each second over or under the ideal time at the points taken by the GPS (based on the distance from the start and the average speed chosen) will lead to a penalty of one second.

Ex: Average 45 kph / Length of the regularity test 5,1 km / Ideal Time : 6 mn. 48 sec.

- a) Time taken: 6 mn.59 sec. = 11 seconds penalty.
- b) Time taken: 6 mn.31 sec. = 17 seconds penalty.

The organiser will plan some intermediates time-keeping points, at any place of the regularity tests. Times at these intermediate points will be taken at the second as well. Any second of difference with the ideal time will lead to a penalty of one second. For a same regularity test, there can therefore be one or several penalties.

In the regularity test, competitors exceeding their average by more than 10% will be subject to the following penalties by the Board of Sporting Stewards:

- **1st offence: fine of 500 €.**
- **2nd offence: exclusion of the competitor.**

If the time HQ does not receive any information from a competitor's box due to a bad connection or a failure to switch on the system, he/she will incur the same penalties as if he/she had not completed one or more regularity zones.

The G.P.S. on board each vehicle will also allow the speed to be checked at any point along the route and may therefore be used to ensure compliance with the preceding paragraph as well as with the provisions of the Highway Code.

The competitor is solely responsible for the whole time-keeping equipment entrusted to him (GPS box - antenna - power) - see appendix 2 for mounting in the cockpit. This material may be checked at any point on the route by the organisers, especially at the beginning and the end of each regularity test. Any action to prevent the operation may result in exclusion from the race.

PROCEDURE FOR START/FINISH :

The start will be given from a standing start at the red panel at the full minute or every 30 seconds as counted by the marshals or the clock placed at the start.

The finish timing line of a regularity test may not be the one shown in the road book. The stop point for the end of a regularity zone on a closed road will be the same as the VHC rally.

At the end of each sector of the regularity zone, a STOP point will be marked with red panels. Competitors will not be able to start again until the signal of the road marshal is given.

7.5.4.P. REGULARITY TEST NOT RUN

If a crew stops the rally, at any time, by not following their route, the competitor must then inform the Race Direction and they may be reintegrated into the rally at the start of the next section or leg (with a new time card). In this case, the car must be presented at the start park 15 minutes before the start of the first competitor for the following leg.

For each regularity test not run or skipped, the crew will get a 30 minutes penalty, added to the worst time of the competitor who took the start of the regularity test in question.

There will be no additional penalty for skipping the time control at the start of a regularity zone.

To be classified, the car must have passed the last time control of the rally.

7.5.13.P RACE ROUTE CLEARANCE

If it proves necessary to intervene on the route of a SS in order, in particular, to clear the road, only the Clerk of the Course will be able to order the appropriate technical intervention.

The intervention will only be carried out if the race route of the SS, blocked by the car of the broken down or damaged competitor, does not allow any possibility for the following cars to divert the obstacle on the course.

The members of the crew concerned may not object to their immobilised car being cleared, moved or towed during the entire duration of the SS, including its repetition.

Any intervention is strictly limited to the services of the organiser and/or rally officials.

It is not the organiser's role at the end of the rally to transport the car of a competitor who fails to complete the SS.

However, the competitor may request the intervention of these tow trucks, the costs of which are to be borne by the competitor.

7.5.17.4.P All crews must inform the Race Direction as soon as possible of their withdrawal.

The telephone number will be written in the time card and on a label to be stuck on the dashboard.

Any driver or crew who contravenes one or more of the provisions of article 7.5.17 may be penalised by the board of sporting stewards.

7.6.P. PARC FERME

At the end of the stage, the competitors will have to enter the waiting park for a maximum of 20 minutes. During these 20 minutes, the crew and the car must remain present for interviews and photos.

At the end of these 20 minutes, the car may be removed by the crew or any authorised person. In all cases, the competitors or the authorised person must check out at the TC of the waiting park to go to service.

After servicing, the competitors must check in at the parc fermé entry control point, early check-in authorised. They may leave the parc fermé at the end of the stage. Cars must be returned in conformity with the Highway Code (number plates) and with their own insurance. The next day they must present their car in the park 30 minutes before the start of the first competitor of the next stage, having put back in conformity the front and rear number plates.

ART. 8P. PROTESTS - APPEAL

Complying with FFSA standard regulations.

ART. 9P. CLASSIFICATIONS

There will be :

- 1 overall classification
- 1 classification by average speed
- 1 women classification
- 1 Team classification (minimum of 3 crews)

ART. 10P. TROPHIES

Prize Giving will take place on the Finish podium in Porto-Vecchio on Saturday 9 October, 2021.

- | | |
|---|------------------------------------|
| - Overall classification : | 2 trophies to the first 3 crews |
| - Classification by average : | 2 trophies to the first 3 crews |
| - Women classification : | 2 trophies to the first women crew |
| - Team classification : | 1 trophy to the first 3 |
| - Small cubic capacity cars classification: | 2 trophies to the first 3 crews |

LEGEND RALLY REGULATIONS

DEFINITION

In the context of the Tour de Corse Historique Rally, the Automobile Association Terre de Corse, administrative organiser and the Tour de Corse Historique Association, technical organiser, are organising the Legend Rally "Tour de Corse Historique" in the spirit of a demonstration provided for in article 6.1.4 of the FFSA Standard Rally Regulations.

This regulation is based on the FFSA regulation on historical climb.

The Legend Rally "Tour de Corse Historique" is not a competition.

It takes place on a closed road along the same route as the VHC Rally support without time-keeping or ranking establishment.

This is a fun exhibition event, intended primarily for prestigious classic cars or High-level Touring, with the aim of providing the participant with the simple pleasure of driving this type of car.

It is open to cars eligible for the VHC, Classic, VHRS, LPRS and LTRS categories.

The current regulations have received the right to organise from the FFSA, under the number 507, dated 26 August, 2021 and the right to organise from the Ligue Corse du Sport Automobile number NH/03/2021, dated 19 July, 2021.

The organisers reserve the right to limit the number of participants or, conversely, to cancel the event in the event of too low participation.

ARTICLE 1P. ORGANISATION

1.1.P. OFFICIALS

Complying with the Tour de Corse Historique VHC supplementary regulations.

1.3.P. CHECKS

The checks are administrative and technical in nature. A sticker affixed to the car will attest this formality.

The place of the checks is on the Marina median in Porto-Vecchio.

Administrative checks

They concern the validity of the following documents:

- licence, or certificate of participation, and driving licence for the **driver**;
- registration document, or traffic document, or technical passport (PTN/PTH) for the **car**.
- **insurance certificate of the car.**

Scrutineering

Technical scrutineering are of a very general nature.

They cover checking the make, model and vintage of the car, as well as the good condition of the tyres, checking the brake fluid level and fixing the battery.

A valid fire extinguisher (capacity of at least 2 kg) is mandatory, as is the presence of seat belts and/or harnesses for cars equipped with them as standard (after 01/09/1967), a fluorescent vest (one per crew member) and a warning triangle.

Following these scrutineering, the organiser reserves the right to refuse a vehicle considered as non-compliant, if it is considered dangerous, without being able to claim compensation.

At the end of these scrutineering, the cars will be placed in the starting park.

ARTICLE 2P. INSURANCE

The organiser shall take out civil liability insurance (guaranteeing the financial consequences of the liability that may fall to him) in accordance with the regulations in force, for the entire event.

Insurer : Maillard Assurances - Phone : +33.6.32.24.87.23 - Email : maillardassurance@sfr.fr .

Service vehicles, even if they carry specific plates or panels issued by the Organiser, can under no circumstances be considered as official participants in the event. They are not covered by the latter's insurance policy and remain the sole responsibility of their owner.

Each competitor participates under his own responsibility and remains solely responsible for any material damage that may occur to his car, which is in no way the responsibility of the organisation.

The organiser declines all responsibility towards competitors, drivers, crew members, assistants and third parties for damage caused to persons and property.

Each competitor/driver/team member is fully responsible for his or her insurance(s).

ARTICLE 3P. PARTICIPANTS, DRIVERS, TEAM MEMBERS

3.1P. The entry fees are fixed:

- with optional advertising by the organisers: €3,980
- without optional advertising by the organisers: €7,960

3.2P. PARTICIPANTS, DRIVERS, TEAM MEMBER

3.2.1P. ENTRIES

Signing an entry form implies that the crew has approved these regulations and agrees to abide by them. All crews must be composed of the first pilot and optionally one or more crew members (1 per route), if specified on the entry form. The pilot must be in possession of a valid driving licence.

To be allowed to drive the car during the event, a team member must hold a valid driving licence.

The minimum age of a team member is 16 years. In this case, he must hold a Regular Participation Certificate valid for a climb demonstration run of historic vehicles.

All drivers and team members must be in possession of a licence valid for the practice of motor sport for the current year or obtain from the Organiser a participation certificate valid for the event concerned.

This participation certificate will be issued by the organising motor sports association during the administrative checks of the event, and will be subject to payment of a fee, as specified in the FFSA regulations.

To apply for a certificate of participation, crew members must present a medical certificate stating that they are not contraindicated to the practice of motorsport.

3.2.2P. ELIGIBLE LICENSES (MINIMUM) :

- Licenses valid for the practice of Motor Sport categories VHC, CLASSIC,
- ICCR - International Competitor-Driver Regularity
- NCCR - National Competitor-Driver Regularity

3.2.3P. Eligible participation titles (minimum) :

- TPNR(E) - National Regularity
- TPNRM(E) - National Regularity Mountain
- TPRR(E) - Regional Regularity

3.3P. STARTING ORDERS

Throughout the duration of the event, cars circulate in the order of the race numbers assigned by the Organiser.
The Legend Rally "Tour de Corse Historique" runs behind the VHC and VHRS Rallies for all 5 stages.

ARTICLE 4P. CARS AND EQUIPMENT

4.1.P. ELIGIBLE CARS

Eligible cars in the categories VHC, Classic, VHRS, LPRS and LTRS.

1/ Competition and Historical Regularity Category: cars as defined in Appendix K of the FIA sporting Code until 31/12/93 and Classic cars.

2/ Prestige Regularity Category: standard Grand Touring cars (GT) in accordance with their road homologation from 01/01/55.

3/ Regularity Touring Category: passenger cars in accordance with their road homologation as from 01/01/55.

All cars must comply with the Highway Code.

Under no circumstances are cars in race configuration accepted in national or regional competitions (modern cars) accepted.

All cars must comply with French road legislation.

Slicks' tyres are prohibited.

The organiser reserves the right to accept the entry of a so-called exceptional car.

4.2.P. PILOTS' EQUIPMENT

The wearing of a helmet adapted to motorsport is mandatory for all participants without exception.

It is mandatory to wear clothing that fully covers the legs.

Particularly flammable materials (synthetic and nylon, among others) are prohibited.

4.3.1.P. SERVICING

Service is free between the driving sessions and at the end of each leg. Competitors must enter the park for the next event at least half an hour before their start time.

The tow trucks made available to the race director at the start of each driving session may, after the last passage of the Sweeping Car, assist damaged cars at the competitor's expense.

This assistance is limited to the driving session (Start SS, up to the Stop Point).

4.4.P. SAFETY MEASURES

The safety measures are the ones placed in the authorization file of the support VHC Rally.

4.6.P. CARS' IDENTIFICATION

Complying with the Tour de Corse Historique VHC supplementary regulations.

4.8.P G.P.S. CONTROL BOX

During administrative checks, the competitors will be given a G.P.S. control box of the TRIPY brand, against a deposit (amounting to 500 euros), the installation of which will be the responsibility of the competitors.

The equipment is composed of three elements (see details and assembly in Appendix 2):

- the G.P.S TRIPY box itself
- a power cable previously installed in the car, by the competitor, before the checks.
- a magnetic antenna.

Once the equipment is fully installed and tested under the control of the scrutineers, the equipment must not, under any circumstances, be disconnected and leave the car until the final finish.

This device may not be used for timing purposes under any circumstances.

ART. 5P. ADVERTISING

Complying with the Tour de Corse Historique VHC supplementary regulations.

ART. 6P. SITES AND INFRASTRUCTURES

6.1.P. DESCRIPTION

Complying with the Tour de Corse Historique VHC supplementary regulations.

6.2.P. RECONNAISSANCES

Reconnaissances are forbidden.

ART. 7P. RUNNING OF THE RALLY

7.1.P. START.

After scrutineering, vehicles will be placed in parc fermé pre-start.

7.2.P. GENERAL PROVISIONS ON CONTROLS

Participants will be given a time card to receive the scores of the various controls of the course. Its use is identical to that of the VHC support rally.

The scoring procedure is in line with the support VHC rally.

7.3.16.P. STOPPING AND EXCLUSION

The Clerk of the Course has the possibility to stop a participant who does not comply with the standard rally rules in terms of itinerary and timing.

The Board of Sporting Stewards has the right, on the report of the Clerk of the Course, to exclude from the event any participant who does not respect the rules of ethics and propriety of Motor Sport.

These decisions are not subject to any appeal.

7.5.P. INTERRUPTION AND NEW START

A crew is allowed to stop the rally at any time at its convenience, by not following the itinerary.

It must notify the Race Direction and state its intention to restart later on.

The Race Direction may authorise him to restart the rally at the start of the next section or leg (delivery of a new time card).

In the event that the vehicle has been damaged, the opinion of a Technical Steward will be required before the new start.

In any event, the Board of Sporting Stewards may at any time withdraw the benefit of this reinstatement in the Rally without reason, this decision not being subject to appeal.

7.6P. RUNNING OF THE SESSION

Starts are normally given from minute to minute. But depending on the number of participants this interval can be reduced to 30 seconds.

As the route is not timed, competitors must respect a safe distance, stops and overtaking on special stages are strictly forbidden.

Competitors whose actions are considered dangerous to the public or other participants, as well as likely to compromise their own safety, may be stopped at any time or even excluded from the event.

At the end of the stage, parcs fermés are not mandatory. However, competitors must enter parcs fermés for the start of each subsequent leg (30 minutes before the start of the first crew of the Legend Rally "Tour de Corse Historique").

7.6P. PARC FERME

At the end of the stage, the competitors will have to enter the waiting park for a maximum of 20 minutes. During these 20 minutes, the crew and the car must remain present for interviews and photos.

At the end of these 20 minutes, the car may be removed by the crew or any authorised person. In all cases, the competitors or the authorised person must check out at the TC of the waiting park to go to service.

After servicing, the competitors must check in at the parc fermé entry control point, early check-in authorised. They may leave the parc fermé at the end of the stage. Cars must be returned in conformity with the Highway Code (number plates) and with their own insurance. The next day they must present their car in the park 30 minutes before the start of the first competitor of the next stage, having put back in conformity the front and rear number plates.

ARTICLE 10P. TROPHIES

All crews having crossed the finish line will receive a trophy at the Rally Finish Podium in Porto-Vecchio.

APPENDIX I
Itinerary - Schedule
TOUR DE CORSE HISTORIQUE 2021

ETAPE 1 PORTO VECCHIO – PORTO-VECCHIO

Mardi 5 octobre 2021

PORTO VECCHIO									
CH	ITINERAIRE	VOIE	KM				HORAIRE		
			ES	Liaison	Secteur Liaison	Total	T. Imp.	1ère V.	Der. V.
SECTION 1	CH 0	Sortie parc fermé Porto Vecchio	VILLE					11:00	16:50
	CH 1	Col de Pelza	D67		34,46	34,46	00:50	11:50	17:40
	DES	<u>ES 1: Col de Pelza - Gualdariccio - 11,573km</u>	D67	11,57			00:03	11:53	17:43
	AES								
	CH 2	Levie	D59	4,28	15,85	50,31	00:30	12:23	18:13
	DES	<u>ES 2: Levie - Carbini - 7,499km</u>		7,50			00:03	12:26	18:16
	AES								
	CH 2a	Entrée Zone Assistance Fin d'étape Porto Vecchio (<u>pointage en av. autorisé</u>)	VILLE	31,65	39,15	89,46	00:50	13:16	19:06
	CH 2b	Entrée parc fermé (<u>pointage en avance autorisé</u>)	VILLE		3,58	93,04	03:00	16:16	22:06
PORTO VECCHIO									
total épreuves spéciales : 19,07Km....total liaisons : 73,97 Km....total de l'étape : 93,04 Km									

ETAPE 2 PORTO VECCHIO – BORGIO

Mercredi 6 octobre 2021

PORTO VECCHIO									
CH	ITINERAIRE	VOIE	KM				HORAIRE		
			ES	Liaison	Secteur Liaison	Total	T. Imp.	1ère V.	Der. V.
SECTION 2	CH2C	Sortie parc fermé Porto Vecchio	VILLE					07:00	12:50
	CH3	Lugo di Nazza	D44		73,04	73,04	01:30	08:30	14:20
	DES	<u>ES 3: Lugo di Nazza Col de Sorba 27,889 km</u>		27,89			00:03	08:33	14:23
	AES								
	CH 4	Muracciole	D343	11,54	39,43	112,47	01:00	09:33	15:23
	DES	<u>ES 4: Muracciole - Casevecchie 29,172 km</u>		29,17			00:03	09:36	15:26
	AES								
	CH 4A	Entrée parc de regroupement Aleria	VILLE	19,53	48,70	161,17	00:55	10:31	16:21
ALERIA									

ALERIA									
CH	ITINERAIRE	VOIE	KM				HORAIRE		
			ES	Liaison	Secteur Liaison	Total	T. Imp.	1ère V.	Der. V.
SECTION 3	CH4B	Sortie parc regroupement Aleria	VILLE				00:40	11:11	17:01
	CH5	Tox	D16		21,11	182,28	00:50	12:01	17:51
	DES	<u>ES 5: Tox - Novalle d'Alesani 27,269 km</u>		27,27			00:03	12:04	17:54
	AES								
	CH 6	Figareto	D9	35,98	63,25	245,53	01:30	13:34	19:24
	DES	<u>ES 6: Figareto - Talasani - Folelli 14,262 km</u>		14,26			00:03	13:37	19:27
	AES								
	CH 6A	<u>Podium Borgo</u> (<u>pointage en avance autorisé</u>)	T205	21,22	35,48	281,01	00:50	14:27	20:17
	CH 6B	Entrée parc fermé (<u>pointage en avance autorisé</u>)	Complexe sportif		3,16	284,17	03:20	17:47	23:37
BORGIO									
total épreuves spéciales : 98,59 Kmtotal liaisons : 185,58 Km....total de l'étape : 284,17 Km									

ETAPE 3 BORGIO - CALVI

Jeudi 7 octobre 2021

BORGIO									
CH	ITINERAIRE	VOIE	KM				HORAIRE		
			ES	Liaison	Secteur Liaison	Total	T. Imp.	1ère V.	Der. V.
SECTION 4	CH6C	Sortie parc fermé Borgio	VILLE					07:00	12:50
	CH7	Murato	D5		19,89	19,89	00:40	07:40	13:30
	DES	<u>ES 7: Murato - Ponte Nuovo 23,436 km</u>		23,44			00:03	07:43	13:33
	AES								
	CH 8	Pont Saint Laurent	D39	16,52	39,96	59,85	01:00	08:43	14:33
	DES	<u>ES 8: Pont St Laurent - Morosaglia 26,940 km</u>		26,94			00:03	08:46	14:36
	AES								
	CH 8A	Entrée parc de regroupement La Porta	D515	16,93	43,87	103,72	01:00	09:46	15:36
LA PORTA									

LA PORTA									
CH	ITINERAIRE	VOIE	KM				HORAIRE		
			ES	Liaison	Secteur Liaison	Total	T. Imp.	1ère V.	Der. V.
SECTION 5	CH 8B	Sortie parc regroupement La Porta	D515				00:40	10:26	16:16
	CH 9	Campile	D515		17,20	120,92	00:30	10:56	16:46
	DES	<u>ES 9: Campile - Ponte Nuovo 13,339 km</u>		13,34			00:03	10:59	16:49
	AES								
	CH 10	Pietralba	D8	18,97	32,31	153,23	00:50	11:49	17:39
	DES	<u>ES 10: Pietralba - Croisement de Palasca sur T301 (28,734 km)</u>		28,73			00:03	11:52	17:42
	AES								
	CH 10A	<u>Podium Calvi</u> (<u>pointage en avance autorisé</u>)	PARKING	46,44	75,17	228,40	01:50	13:42	19:32
	CH 10B	Entrée parc fermé (<u>pointage en avance autorisé</u>)					03:20	17:02	22:52
CALVI									
total épreuves spéciales : 92,45 Kmtotal liaisons : 135,95 Km....total de l'étape : 228,40 Km									

ETAPE 4 CALVI - PROPRIANO
Vendredi 8 octobre 2021

BORGO										
SECTION 6	CH	ITINERAIRE	VOIE	KM				HORAIRES		
				ES	Liaison	Secteur Liaison	Total	T. Imp.	1ère V.	Der. V.
	CH 10C	Sortie parc fermé Calvi	VILLE						07:00	12:50
	CH 11	Notre Dame de la Serra	D81b			3,49	3,49	00:15	07:15	13:05
	DES AES	<u>ES 11 Notre Dame de la Serra - Fango 28,432 km</u>		28,40				00:03	07:18	13:08
	CH 12	Galeria	D81		3,57	31,97	35,46	00:50	08:08	13:58
	DES AES	<u>ES 12 Galeria - Curzo 27,175 km</u>		27,18				00:03	08:11	14:01
	CH 12A	Entrée parc de regroupement Cargese	D81		47,13	74,31	109,77	01:50	10:01	15:51
CARGESE										

CARGESE										
SECTION 7	CH	ITINERAIRE	VOIE	KM				HORAIRES		
				ES	Liaison	Secteur Liaison	Total	T. Imp.	1ère V.	Der. V.
	CH 12B	Sortie parc regroupement Cargese	D81					00:50	10:51	16:41
	CH 13	Liamone	D25			20,09	129,86	00:40	11:31	17:21
	DES AES	<u>ES 13 Liamone - Tiuccia (Masorchia) 12,808 km</u>		12,80				00:03	11:34	17:24
	CH 14	X T40 / D55 Albitreccia	D55		48,07	60,87	190,73	01:30	13:04	18:54
	DES AES	<u>ES 14 X T40 / D55 Albitreccia - Stiliccione 29,673 km</u>		29,67				00:03	13:07	18:57
	CH 14A	<u>Podium Propriano (pointage en avance autorisé)</u>	VILLE		27,16	56,83	247,56	01:10	14:17	20:07
	CH 14B	Entrée parc fermé (pointage en avance autorisé)	VILLE					03:20	17:37	23:27
PROPRIANO										
<i>total épreuves spéciales : 98,05 Kmtotal liaisons : 149,51 Km.....total de l'étape : 247,56Km</i>										

ETAPE 5 PROPRIANO - PORTO VECCHIO
Samedi 9 octobre 2021

PROPRIANO										
SECTION 8	CH	ITINERAIRE	VOIE	KM				HORAIRES		
				ES	Liaison	Secteur Liaison	Total	T. Imp.	1ère V.	Der. V.
	CH 14C	Sortie parc fermé Propriano	VILLE						07:30	13:20
	CH 15	Filitosa	D57			22,69	22,69	00:30	08:00	13:50
	DES AES	<u>ES 15 Filitosa - Petreto Bichisano 22,161 km</u>		22,16				00:03	08:03	13:53
	CH 16	Moca Croce	D326		7,65	29,81	52,50	00:50	08:53	14:43
	DES AES	<u>ES 16 Moca Croce - Aullene 17,192 km</u>		17,19				00:03	08:56	14:46
	CH 17	Zerubia	D120		5,75	22,94	75,44	00:40	09:36	15:26
	DES AES	<u>ES 17 Zerubia - Pont D'Acoravo 20,66 km</u>		20,66				00:03	09:39	15:29
	CH 18	Chialsa	D248		7,63	28,29	103,73	00:50	10:29	16:19
	DES AES	<u>ES 18 Chialza - Orone 14,129 km</u>		14,13				00:03	10:32	16:22
	CH 18B	Porto Vecchio entrée parc fermé (pointage en avance autorisé)	VILLE		32,51	46,64	150,37	00:50	11:22	17:12
PORTO VECCHIO										
<i>total épreuves spéciales : 74,14 Kmtotal liaisons : 76,23 Km.....total de l'étape : 150,37 Km</i>										

Total en épreuves spéciales **382,30 km**
Total du rallye en liaisons **621,12 km**
Total du rallye **1.003,42 km**

APPENDIX II

TRIPY

Annexe Tripy

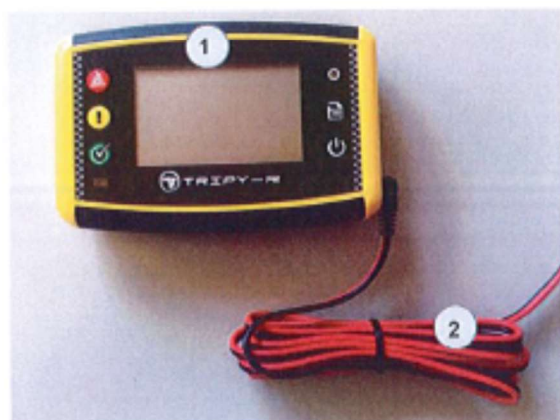
Appareil GPS de contrôle et de chronométrage « Tripy-R »

DESCRIPTIF DU GPS Tripy-R

Durant les contrôles techniques, votre véhicule devra être équipé d'un système GPS de marque TRIPY, qui contrôlera en permanence votre parcours, votre vitesse et qui enregistrera les points de chronométrage.

Ce système est composé de :

1. un GPS TRIPY-R (largeur: 12 cm; hauteur: 8 cm; profondeur avec velcro: maximum 3 cm)
2. un câble d'alimentation pour raccorder le Tripy-R au câble d'alimentation de votre véhicule (longueur : environ 2m)
3. quatre morceaux de velcro de fixation permettant de coller le Tripy-R au pare-brise.



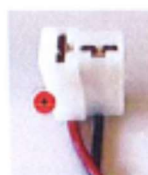
Pendant les contrôles techniques, le GPS Tripy-R, sera posé et vérifié par un technicien.

INSTALLATION DANS LE VEHICULE

Installation du câble d'alimentation électrique par vos soins :

Vous devrez équiper votre véhicule d'un câble d'alimentation électrique qui permettra d'alimenter le GPS Tripy-R. Ce câble d'alimentation électrique (6V ou 12V) doit être branché en direct de la batterie du véhicule sans passer par un coupe circuit afin de fournir une alimentation permanente 24/7. Le câble doit avoir les caractéristiques suivantes:

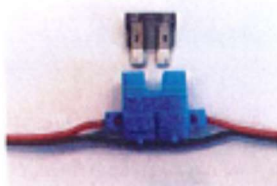
- La connexion d'alimentation que vous fournissez devra être réalisée à l'aide d'un câble composé de deux conducteurs d'une section d'environ 1 mm².
- Le pôle positif (+) sera différencié par un conducteur rouge et devra être protégé par un fusible de minimum 1 Ampère installé au plus proche du départ batterie. Nous vous conseillons un porte fusible automobile comme sur la photo ci-dessous (éviter les fusibles tubulaire en verre qui sont peu fiables).
- Votre câble d'alimentation arrivera dans l'habitacle à proximité immédiate du pare-brise côté co-pilote où sera installé Tripy-R à l'aide d'un velcro.
- A son extrémité côté habitacle, votre câble d'alimentation devra être équipé d'un connecteur mâle en T équipé de deux cosse plate femelle 6,3mm (description ci-après)
 - Connecteur de marque Würth composé d'un boîtier mâle en T en plastique blanc et de deux cosse plates femelles 6,3mm X 8mm.
 - Boîtier plastique mâle : Würth ref 0555 100 23
 - Cosse plates femelle 6,3mm avec ergot : Würth ref 0558 991 7
- Attention de bien respecter la position du positif et du négatif sur le connecteur comme indiqué sur la photo ci-dessous.



Boîtier mâle / Male housing



Cosse femelle / Female blades



Porte fusible automobile / Automotive fuse holder

Appendix Tripy

Control and Time keeping GPS device « Tripy-R »

GPS DESCRIPTION

During scrutineering, your vehicle shall be equipped with a TRIPY GPS, which permanently checks your itinerary, checks your speed and accurately records the time at checkpoints.

This system is composed of:

1. a TRIPY-R GPS device (width: 12 cm; height: 8 cm; depth including scratch: approx. 3 cm)
2. a power cable to connect Tripy-R device to the power cable of your vehicle (cable length : approx 2m)
3. Four pieces of scratch to stick the Tripy-R to the windshield



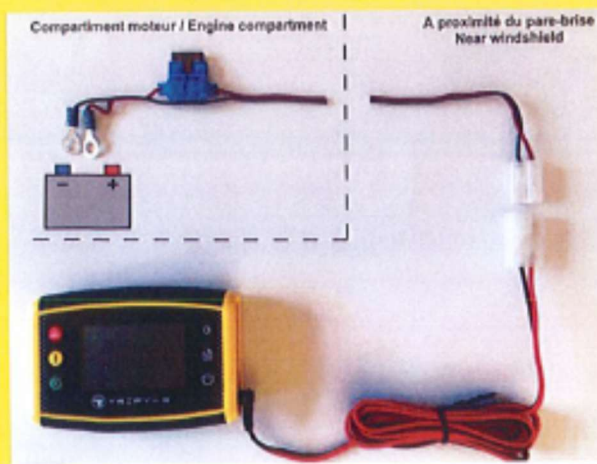
During technical inspection, the Tripy-R GPS device will be installed & checked by a technician.

VEHICLE ARRANGEMENT

Installing electrical power supply cable through your car:

Fit your vehicle with an electrical cable in order to supply the Tripy-R GPS system. This electrical cable (6V or 12V) must be connected directly from the vehicle battery's battery in order to provide a continuous power supply (24/7). The cable must comply to the following technical specifications:

- The power supply connection you must provide will be made with a cable consisting out of two conductors with an approx 1 mm² section.
- The positive + (indicated by a red conductor) must be protected by a 1 Ampere fuse installed as near as possible from the battery. We advice you to use quality automotive fuse (avoid tubular glass fuses that are unreliable)
- Your power cable must arrive in the cockpit, near the windscreen, co-pilot side, where the Tripy-R GPS will be installed using scratch.
- In the cabin, the end of your power cable must be terminated with a male 2 way « T » cable connector housing fitted with two 6,3 mm female blades connectors (connector technical description here below).
 - Würth connector composed of two parts : a white male « T » connector housing and two female 6,3mm blades connector of 6,3mm
 - White T connector housing : Würth ref 0555 100 23
 - Female blade connector of 6,3mm : Würth ref 0558 991 7
- Please take care to place positive wire at the right position in the connector as shown on picture below.



Vous pouvez trouver ces connecteurs dans les boutiques Würth outillage (souvent avec des quantités minimum de 10 pièces).

Le connecteur est également disponible à la pièce chez AES (<https://www.autoelectronicsupplies.fr>) sous la référence 050107 (paire de boîtiers plastique mâle et femelle) et 050203 (cosses femelles à sertir 6,3mm avec ergot).

Cette alimentation doit être **PERMANENTE, 24h sur 24h**, pendant toute la durée du rallye, y compris dans les parcs fermés. La consommation du GPS Tripy-R est très faible et ne risque pas de décharger la batterie du véhicule.

Position du GPS Tripy-R dans le véhicule :

- Lors de la pose du GPS Tripy-R, le technicien positionnera l'appareil dans la bande supérieure du pare-brise de votre véhicule comme illustrée ci-dessous. Vous pourrez choisir l'emplacement qui vous convient le mieux à l'intérieur de cette zone. Aucun autre emplacement n'est autorisé (vide poche, vitres latérales etc.).



- La face arrière du GPS Tripy-R doit obligatoirement se trouver contre le pare-brise (la face avant avec l'écran vers le pilote/co-pilote).
- Aucun autre équipement électronique ne peut se trouver à moins de 50cm du GPS Tripy-R.
- Le câble d'alimentation du Tripy-R (2m de long) sera connecté à l'une de ses extrémités au câble d'alimentation permanente que vous aurez préparé (comme expliqué précédemment) et à l'autre extrémité dans le GPS Tripy-R (côté droit comme illustré sur la photo en première page). Vous devez donc prévoir de quoi fixer ce câble afin qu'il ne pende pas et qu'il ne vous gêne pas.

You can find these connectors in Würth tooling shops (often with minimum order quantities of 10 units).

This connector is also available by one unit at AES (<https://www.autoelectronicsupplies.com>) - reference 050107 (kit of male + female plastic housing) + reference 050203 (female blades 6,3mm).

This power supply must be **PERMANENT, 24 h/day**, for the duration of the whole rally, including when the vehicle resides in the Parc Fermé at the end of the stages. Tripy-R GPS consumption is very low and is not likely to discharge the vehicle battery.

Locating the Tripy-R GPS inside the vehicle :

- When installing the Tripy-R GPS, the technician will place the device in the upper area of the windshield (allowed area shown in green in the picture below). Inside this allowed area, you can choose the location that suits you best. No other location is allowed (stowage compartment, side windows etc ...).



- The rear side of the Tripy-R GPS must be positioned on the windscreen (the front side with the LCD screen toward of the driver / co-driver).
- No other electronic equipment can be within 50cm of the Tripy-R GPS.
- The Tripy-R power cable (length =2m) will be connected to the permanent power cable you have prepared (as explained above) and to the other end on the Tripy-R GPS (right side as shown on the photo on the first page). You must therefore foresee something to hook the cable on the windshield post so that it does not risk hanging and disrupting you during the rally.

Once the GPS system has been installed and tested:

Once the Tripy-R GPS system has been completely installed and tested by the technician, it may not be disconnected, may not be relocated in the vehicle and may not be taken away from the car until after the arrival of the final leg. The organizer must be able to communicate by radio with the Tripy-R equipment during day and night. Whenever a vehicle does not respond because the Tripy system was disconnected or removed from the car, or incorrectly powered, the competitor will be penalized.

DEPOSIT / RESTITUTION

During administrative checks, we will ask you to fill in a deposit form to guarantee restitution of the Tripy GPS system at the end of the Rally.

The amount of the deposit is 500 €.

The Tripy-R GPS system and his power cable must be returned to Tripy or to the competitor's relation officers at the end of the Rally. Upon withdrawals during the Rally, the GPS system may be returned to the Competitor's Relation Officers who are in the Parc Fermé at the beginning and the end of each leg. Under all circumstances, the return of the GPS system must be made to the organizer not later than 5 days after the end of the Rally. At the end of this period, the equipment shall be considered as « not returned » and shall be invoiced according to the above-mentioned conditions.

Une fois le matériel installé et testé :

Une fois le matériel totalement installé par le technicien Tripy, il ne peut en aucun cas être débranché ni quitter le véhicule ni être déplacé, et ce, jusqu'à l'arrivée finale. L'organisateur étant susceptible de réaliser des communications radio avec les équipements Tripy-R de jour comme de nuit, si un véhicule ne répond pas et que l'on se rend compte que c'est parce que le matériel Tripy-R a été débranché ou retiré du véhicule, ou mal alimenté, le concurrent sera pénalisé.

CAUTIONNEMENT / RESTITUTION

Durant les contrôles administratifs, nous vous demanderons de remplir un document de caution garantissant la restitution du système GPS à la fin du Rallye.

Le montant du cautionnement est de 500 €.

A la fin de l'épreuve, le système GPS Tripy-R et son câble d'alimentation devront être restitués aux techniciens Tripy ou aux relations concurrents. En cas d'abandon en cours d'épreuve, le système GPS Tripy-R pourra être restitué aux Relations Concurrents présents dans les Parcs Fermés de début et de fin d'étape. Dans tous les cas, la restitution du système GPS devra être effectuée à l'organisateur au plus tard 5 jours après la fin de l'épreuve. Au terme de ce délai, le matériel sera considéré comme non remis et fera l'objet d'une facturation dans les conditions définies ci-dessus.

B.R.M.

-- Chronographes --



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