

26TH EDITION

PROVISIONAL SUPPLEMENTARY SPORTING REGULATIONS

3 / 10 OCTOBER 2026



TOUR DE CORSE
HISTORIQUE



26TH ÉDITION

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3/10 OCTOBER 2026

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PROGRAM – SCHEDULE

| | | |
|--|--|---|
| Saturday 11 July 2026 | | Closure of entries |
| 18/19/20 september 2026 25/26/27 september 2026 | 9:00 am to 7:00 pm | Reconnaissances |
| Saturday 3 october 2026 | 9:00 am to 8:00 pm | Administrative checks Calvi Scrutineering – Avenue Christophe Colomb - Calvi Parc Fermé : compulsory for VHC, recommended for VHRS and Legends 42°33'20.8"N 8°45'36.8"E |
| Sunday 4 october 2026 | 9:00 am to 8:00 pm | Administrative checks Calvi Scrutineering – Avenue Christophe Colomb - Calvi Parc Fermé : compulsory for VHC, recommended for VHRS and Legends 42°33'20.8"N 8°45'36.8"E |
| Monday 5 october 2026 | xxhxx to xxhxx xxhxx to xxhxx xxhxx xxhxx xxhxx | Shakedown 1 st timers' training : recommended for crews taking part in the rally for the first time 1 st meeting of Sporting Stewards Publication of the list of crews allowed to start (with starting order and times) Compulsory briefing |
| Tuesday 6 october 2026 | xxhxx xxhxx xxhxx 9:00 pm | VHRS and Legends entering Parc Fermé - Avenue Christophe Colomb - Calvi Start of the Rally - Leg 1 - Avenue Christophe Colomb - Calvi Finish of Leg 1 - Avenue Christophe Colomb - Calvi Publication of provisional results + starting orders of Leg 2 |
| Wednesday 7 october 2026 | xxhxx xxhxx 9:00 pm | Start of Leg 2 - Avenue Christophe Colomb - Calvi Finish of Leg 2 - Parking CCI, Airport Bastia - Poretta - Lucciana Publication of provisional results + starting orders of Leg 3 |
| Thursday 8 october 2026 | xxhxx xxhxx 9:00 pm | Start of Leg 3 - Parking CCI, Airport Bastia - Poretta - Lucciana Finish of Leg 3 - Propriano Publication of provisional results + starting orders of Leg 4 |
| Friday 9 October 2026 | xxhxx xxhxx 9:00 pm | Start of Leg 4 - Propriano Finish of Leg 4 - Place d'Austerlitz - Ajaccio Publication of provisional results + starting orders of Leg 5 |
| Saturday 10 October 2026 | xxhxx xxhxx xxhxx xxhxx | Start of Leg 5 - Place d'Austerlitz - Ajaccio Finish of the Rally - Avenue Christophe Colomb - Calvi Final scrutineering 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 the 26th Rally Tour de Corse Historique.

ORGANISING COMMITTEE

| | |
|--|---|
| President: | Marie-Ange DINI |
| Vice-President: | José ANDREANI |
| Treasurer: | Mélina ORSATTI |
| General Secretary: | Corine GAYDOU |
| Members: | Serge ASTRUC Jacky BERTUCCI Lorie CANONICI Antoine CASANOVA Wilfrid DEVISSI Michel GRANDSERRE Abdel KAJEoui Zakaria KNIZI Valérie LÉBOUCHER Maurice LEGA Thomas LEONARD Marie-Laure LEONETTI Christian PADOVANI Patrick PADOVANI Pierre PIERGIGLI Jean-Jo PRUNETTI |
| Rally Office: | Tour de Corse Historique Casa d'Arutoli, Route de Muratelli 20137 Porto Vecchio (GPS: 41°35'58.2"N-09°15'47.3"E) |
| Phone: 00 33 (0) 6 12 35 91 98 | Email : tourdecorsehistorique2a@gmail.com |
| Clerk of the Course: Office during the rally: | Antoine CASANOVA Phone: 00 33 (0) 6 13 02 58 38 Stage Towns |

1.1P. OFFICIALS

| | | |
|--|--------------------|----------|
| Board of Sporting Stewards President: | Fabien ZYCH | 4286 |
| Members: | Christian LECA | 8021 |
| | Jean-Roch LÉBOSSE | 2332 |
| Clerk of the Course (COC): | Antoine CASANOVA | 4042 |
| Assistant to CoC: | Thibault ANDRE | |
| Clerk of the Course – VHRS: | Robert GALLI | 9206 |
| Deputy Clerk of the Course – VHRS: | Serge DAO | 23974 |
| Deputies Clerk of the Course: | Nicole BONNET | 7422 |
| | David BERETTI | 20543 |
| | Patrick BOUTEILLER | 128253 |
| | Sylvie ZYCH | 3416 |
| Delegate COC - tricolour car: | XXXXXXXXXX | XXXXXXXX |

| | | |
|--|----------------------|--------|
| Deputy CoC security car: | XXXXXXXX XXXXX | XXXXXX |
| Secretary of the Meeting: | Ivan PRISTCHEPA | 205325 |
| Delegate Technical Organiser: | Gilbert GIRAUD | 4864 |
| In charge of Parc Fermé: | Armande BERTHELOT | 212806 |
| In charge of Regrouping Parks: | Jean Manuel PAÏS | 240123 |
| | | |
| Chief CRAC: | Simone SCHLEIMERC | 001 |
| | | |
| CRAC: | XXXXXXXX XXXXX | XXXXXX |
| | | |
| Chief Scrutineer: | XXXXXXXX XXXXX | XXXXXX |
| | | |
| Scrutineers: | XXXXXXXX XXXXX | XXXXXX |
| | | |
| Delegate COC's – on S.S.: | XXXXXXXX XXXXX | XXXXXX |
| Info Car: | XXXXXXXX XXXXX | XXXXXX |
| Checked Car: | XXXXXXXX XXXXX | XXXXXX |
| Chief Doctor: | XXXXXXXX XXXXX | XXXXXX |
| In charge of classifications: | PATRICK SOFT | |
| In charge of administrative checks: | Corine GAYDOU | 53537 |
| In charge of marshals: | Valérie LEBOUCHER | 3082 |
| Logistics Coordinator: | Julien QUINONERO | |
| In charge of parks: | Sébastien ROUSEE | |
| Assistants: | Abdel KAJEQUI | |
| | Gérard GRAU | |
| Assistant at regroupings: | Wilfrid DEVISSI | |
| In charge of relationship with Press: | Julien HERGAULT | |
| In charge of website: | Charles COSTA | |
| In charge of social media: | Marie-Laure LEONETTI | |

26TH EDITION



TOUR DE CORSE

HISTORIQUE

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.

ART. 1P. ELIGIBILITY

The Rally Tour de Corse Historique counts 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.

1.2P. 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 in Calvi, on October 3rd and 4th 2026 from 9:00 am to 8:00 pm.

After scrutineering on October 3rd and 4th, competitors must park their car in Parc Fermé until the start of the rally. At the finish of the rally, each crew must reach the Parc Fermé and make their vehicle available for final scrutineering.

ART. 2P. INSURANCES

Complying with the FFSA standard regulations.
Insurer : XXXXXXXXXXXX XXXXXXXXXXXX

The event's insurance policy covers the crews mentioned by name and only from scrutineering until the end of the rally. This insurance does not cover vehicles.

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 together with the payment of the 30% deposit. The balance must be paid by Saturday July 11th 2026 at the latest. Any incomplete 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: 4 790,00 euros
- Without the optional advertising of the organizers: 9 580,00 euros

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

- With the optional advertising of the organizers: 3 940,00 euros
- Without the optional advertising of the organizers: 7 880,00 euros

Are considered « small cylinder capacity cars »:

- Groupe 1 (T) up to 1,600 cm³
- Groupe 2 (TC) up to 1,400 cm³
- Groupe 3 (GT) up to 1,600 cm³
- Groupe N up to 1,600 cm³

Entry fees include :

- 2 rally number plates
- Car sticker kit
- 2 clothing packs
- 1 assistance number plate
- 1 assistance sticker
- 2 driver/co-driver badges
- 6 meal tickets for the regroup park of the 7th, 8th and 9th october
- 2 access bracelets for the opening gala
- 1 space in the service zones

Any additional requests must be made before 01 September 2026

Additional roadbook: 40,00 euros

Additional assistance number plate: 15,00 euros

Additional assistance space on request.

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.

In case of withdraw :

- **The 30% deposit is refundable up to 10 May 2026. After this date, it will be retained.**
- **100% of the total amount will be retained after 11 July 2026.**

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, will be considered as a case of Force Majeure the withdrawal of administrative authorisation or request for suspension by the sporting or administrative authorities. 50% of the entry fee will be withheld or partially deferred to the next edition.

3.2P. CREWS

Only two-person crews will be allowed to start. Fireproof overalls and approved helmets (in accordance with current standards, see FFSA 2023) as well as FIA-standard underwear are compulsory for all crew members, as are non-flammable gloves for the drivers. The use of the head restraint system (RDT) is compulsory for period I, J1 and J2, and for all open cars, the associated equipment (helmets, harnesses, seats) must comply with this provision (See France auto regulations, VHC safety features). Any disloyal, incorrect or fraudulent manoeuvre undertaken either by the competitor, or by the members of the crew or by their support staff, will be judged by the Board of Sporting Stewards, on the basis of the following criteria, who may impose any penalty up to and including disqualification.

3.2.7P An oral briefing will take place on Monday 5th, in Calvi. The presence of at least one crew member is compulsory. A written briefing will be given to crews at administrative checks.

3.3P. STARTING ORDER

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

For the following stages, the start will be given according to the classification of the previous stage, excluding penalties, all categories and periods combined and after any repositioning of competitors by the Board of Sporting Stewards.

ART. 4P. CARS AND EQUIPMENTS

4.1.P 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 4/5 - Special Grand Touring / GTP / HST / TSRC Prototype Touring
- GROUP N Production J
- GROUP A Touring J
- GROUP B J

The admission of competitors wishing to compete with a car from groups 4/5 - GTS - Special Grand Touring / GTP / HST / TSRC - Prototype Grand Touring, 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. Hydraulic handbrakes are permitted.

4.1.2.P CLASSIC RALLY CATEGORY

Are authorised cars of the category Competition Classic Rally from 1977 to 1990, possessing a 3-part-technical-passport issued by a qualified Scrutineer or an exemption certificate from the FFSA VHC technical department.

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 1990 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 will be 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

Touring cars :

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

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 be 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.

LIGHTING

The use of LED spotlights will be tolerated. The lights must be removed before the car enters the Parc Fermé.

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.

Touring cars must show a Gr1/2 homologation form together with the technical passport.

Grand Touring cars must show a Gr3/4 homologation form together with the 3 part-passport

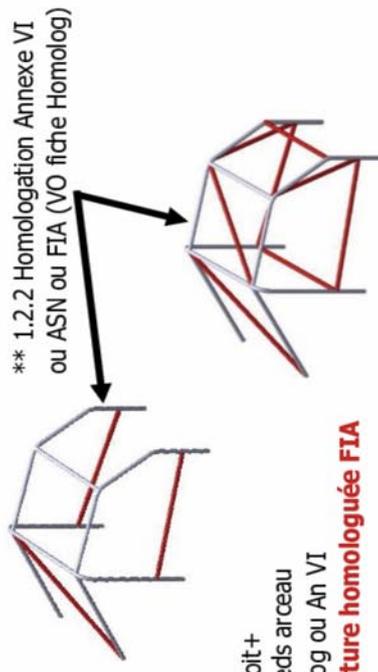
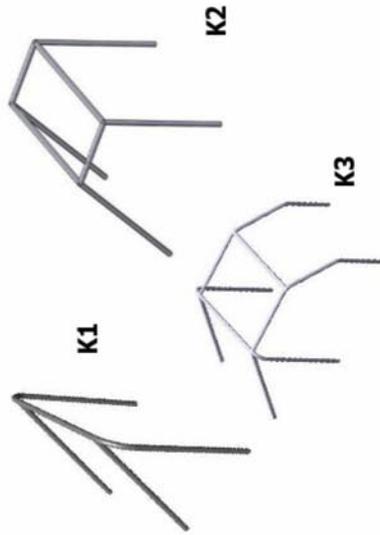
4.2.P In accordance with the FFSA standard rally regulations.

| | | VHC - Rallye | | | | | | | | | | | | | |
|---|--------------------------------|--|-------------|-------------|-------------|-------------|-------------|-------------|--|-------------|------|-------------|-------------|-------------|--|
| | | A | B | C | D | E | F | G1 | G2 | H1 | H2 | I | J1 | J2 | |
| Récapitulatif 2025 des équipements de sécurité VHC - Rallyes | Annexe K 2025 | 1905 | 1905 - 1918 | 1919 - 1930 | 1931 - 1946 | 1947 - 1961 | 1962 - 1965 | 1966 - 1969 | 1970 - 1971 | 1972 - 1975 | 1976 | 1977 - 1981 | 1982 - 1987 | 1988 - 1992 | |
| | | X - OBLIGATOIRE | | | | | | | | | | | | | |
| Coupe circuit Signalisation : Eclair rouge sur fond bleu | Art.5.3 | X - OBLIGATOIRE | | | | | | | | | | | | | |
| Batterie | Art.5.3 | X - Lithium interdit - Protection des bornes obligatoire Si batterie déjà dans l'habitacle = batterie sèche-soldement fixée + couvercle isolé et étanche | | | | | | | | | | | | | |
| Réservoir carburant | Art.5.5 | X - Réservoir standard, homologué ou de sécurité Mousse de sécurité RECOMMANDÉE | | | | | | | X - Réservoir de série (avec mousse de sécurité) ou Réservoir conforme à l'Art.5.5.2 et Art.5.5.3 (Obligatoire si réservoir dans habitacle) | | | | | | |
| Canalisation de carburant | Art.5.5 | X - Conforme à l'Art.5.5.7 | | | | | | | | | | | | | |
| Systèmes d'extinctions et/ou Extincteurs manuels | Art.5.7 Ann.XI Art.3.2.7 | X - Extincteur manuel conformément à l'Art. 253-7.3 de l'Ann. J (Liste FIA n°6) X - Système d'extinction homologué FIA, conforme Art. 253-7.2 Ann. J (Liste FIA n°16) | | | | | | | | | | | | | |
| 2 rétroviseurs extérieurs | Art.5.10 | X - Code la route (Voiture Homologuées) | | | | | | | | | | | | | |
| Pare-brise en verre feuilleté | Art.5.12 | X - Dérogation possible pour polycarbonate en T - CT - GT - GTS | | | | | | | | | | | | | |
| Feux arrière / Feux anti-crash | Art.5.14 | X - Code la route (Voiture Homologuées) | | | | | | | | | | | | | |
| Harnais homologués FIA / Ceinture de sécurité Deux coupe-ceintures obligatoires | Art.5.15 Art.5.15.1 | Si arceau installé = Harnais recommandés | | | | | | | X - Harnais 4 points Ann-J Pour les voitures ouvertes = Harnais 6 points obligatoire Norme FIA 8854/98 (Liste n°24) ou 8853/98 (Liste n°24) | | | | | | |
| Fixations supplémentaires T, CT, GT, GTS, GTP | Art.5.17 | X - Attaches capot avant et arrière | | | | | | | X - Deux attaches mini. pour capot avant et arrière | | | | | | |
| Anneau ou sangle de remorquage AV-AR | Art.5.18 | X - 80 ou 100mm | | | | | | | | | | | | | |
| Siège homologué FIA / Siège origine | Art.5.22 | X - OBLIGATOIRE | | | | | | | | | | | | | |
| Double circuit de freinage | Art.6.11.5 | RECOMMANDÉ X - OBLIGATOIRE | | | | | | | | | | | | | |
| Armature / Structure de sécurité / ROPS | Ann. V & VI | Obligatoire si équipé en période Si équipé d'un arceau, alors harnais recommandé | | | | | | | Art.4 + Tableau dimensions Art.9 Spec. mini. Conforme aux dessins K8, K9 ou K10 + diagonales + entretoues portes | | | | | | |
| Mousse d'arceau selon norme FIA 8857-2001 | Ann. VI Art.3.6 | Ne peut comporter plus de 6 points, sauf spec. de période. Plus de 6 points possible | | | | | | | | | | | | | |
| Film anti-éclats pour vitre latérales | Ann. XI Art.3.2.1 | X - Si arceau installé Partout ou des parties du corps du pilote peuvent toucher l'armature | | | | | | | X - Partout ou des parties du corps du pilote peuvent toucher l'armature | | | | | | |
| Système Retenue Frontale de Tête (RFT) | Ann. XI Art.3.3 | X - Norme FIA 8858-2010 (Liste n°29) | | | | | | | | | | | | | |
| Triangle et gilet jaune | | X - Régl. Stand. Rallyes - Art 7.5.18.1 | | | | | | | | | | | | | |

Minima des Armatures de sécurité Annexe K en cours

Pour les voitures fermées : T - CT - GT - GTS - GTP

| Annexe VI | Année | Périodes | Observations |
|-----------|----------------------------|--|--|
| 1.1.2 (a) | Jusqu'à 1961 | A à E | Recommandé ou mini de Période |
| 1.1.2 (b) | 1962 à 1965 | F : Circuit et CdC GT - GTS - GTP | Mini de Période K1 ou K2 |
| 1.1.5 (c) | 1962 à 1965 1966 à 1990 | 1.1.2 (b F (rallye)** G1 à J2 | ditto G1 (K3+D+2P) ou** G1 maximum 6 points (+1 ou 2) K13-K17-K23 Sauf si +6 points Spec de période K3+Portes+Diag Arriere G2 -> J2 = + de 6 points |
| 1.1.5 (d) | 1982 à 1990 | J1 et J2 Groupe B +1600cc | K3 +Portes+Diag Arr+Toit+ Parebrise+Tab Bord+Pieds arceau |
| 1.1.5 (e) | 1982 à 1990 | Toutes autres voitures | Spec de Période, Homolog ou An VI sauf R5T et 037 structure homologuée FIA |



* cf Annexe V dessins et VI règlements

** cf Annexe VI : Art 1.2 et 1.2.2: soit Conforme Annexe VI, soit homologué ASN (copie) soit homologué FIA (VO fiche homolog)

| LEGENDE | |
|---------|--|
| X | Obligatoire |
| REC | Recommandé pour l'année en cours |
| RP | Se reporter à la réglementation particulière du groupe |

| INFORMATIONS | |
|--|--|
| Il est conseillé de se reporter aux articles associés à chaque catégorie. Vous trouverez l'ensemble des informations sur le site de la FFSA. | |



Récapitulatif 2023 des équipements de sécurité Rallye

| | INTERNATIONAL | | | NATIONAL - REGIONAL (Annexe J - FFSA - 2023) | | | | | |
|---|---------------|--------|--------|--|-------|---------------|-------------|----------------|--|
| | TOUS GROUPES | N / FN | A / FA | R1 / R2 / R3 | F2000 | R5/Rallye 2 | GT de série | GT Plus Rallye | |
| Armature de Sécurité | | X | | X | X | X | X | X | |
| Harnais Homologués FIA / Ceinture de sécurité | | X | | X (5 pts min) | X | X (6 pts min) | X | X | |
| Pare brise en verre feuilleté | | X | | RP | X | X | X | X | |
| Film anti-déflagrant | | | RP | RP | RP | RP | RP | RP | |
| Systèmes d'extinction et Extincteurs manuels | | X | | X | X | X | X | X | |
| Coupe circuit | | | | X | X | X | X | X | |
| Fixations supplémentaires : 2 par capot. | | | X | X | X | X | X | X | |
| Anneau de remorquage AV-AR | | | X | | | | X | | |
| Double circuit de freinage | | | X | | | | X | | |
| 2 rétroviseurs extérieurs | | | X | | | | X | | |
| Triangle de signalisation | | | | X | | | X | | |
| Mousse d'arceau selon norme FIA 8857-2001 | | | | X | | | X | | |
| Réservoir carburant | | | | X | | | X | | |
| Canalisation de carburant | | | | X | | | X | | |
| Siège homologué FIA en cours de validité | | | | X | | | X | | |

ANNEXE J FIA

| Origine ou FT3 | Origine ou FT3 | Origine ou FT3 | Origine ou homologué FIA | Type FIA | Origine ou homologué FIA | Type Aviation |
|----------------------|----------------------|-------------------------|---|-------------------------|-----------------------------------|--|
| Annexe J Art.254.6.9 | Annexe J Art.253.5.9 | Annexe J Art.250.401-80 | Régl. Tech. F2000 Art.4.1 | Annexe J Art.261.401.80 | Régl. Tech. GT de série Art.6.3.7 | Régl. Tech. GT+ Rallye Art.6.1 |
| Annexe J Art.254.6.9 | Annexe J Art.253.3 | Annexe J Art.253.3 | Régl. Tech. F2000 Art.4.2 | Annexe J Art.261.402.80 | Annexe J Art.253.3 | Régl. Tech. GT+ Rallye Art.6.1 |
| Annexe J Art.253.16 | | | Régl. Tech. F2000 Art.9.17 + LT FIA n°12/n°40 | Annexe J Art.261.901.82 | Régl. Tech. GT de série Art.6.3.2 | Annexe J Art.253.16 + LT FIA n°12/n°40 |

4.3P. SERVICING

In each Stage Town, Service zones will be set aside for competitors.

Each competitor is responsible for the behaviour of his assistance as well as for waste disposal. Empty hydrocarbon cans must be collected.

At the end of each leg, after having spent a maximum of 15 minutes on the waiting park, the crew or any other authorised person, will drive the car into service park or area for a maximum time of three hours (03h00).

For the first 15 minutes of lateness, the penalty will be the same as any lateness on a road section, 10 seconds per minute. After these 15 minutes, 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.

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. The start may be refused by the COC for non-compliance with this article.

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 of a deposit (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 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 Traffic regulations.

In the case of overspeeding on the liaison course:

| Vitesse | Amende | Pénalité |
|--|--------|--|
| 1^{ère} infraction notifiée : | | |
| ≤  km/h | 68 € | |
| ≤  km/h | 135 € | 10 secondes |
| ≤  km/h | 135 € | 20 secondes |
| >  km/h | 135 € | <u>1 minute</u> |
| 2^{ème} infraction notifiée : | | |
| En plus de la 1 ^{ère} | 270 € | <u>1 minute</u> |
| 3^{ème} infraction notifiée : | | |
| En plus des deux premières | 405 € | <u>5 minutes pouvant aller jusqu'à la disqualification</u> |

All these notifications will be made via the organiser by SMS or any other electronic means of information. All these penalties are not subject to sporting appeal. The amount of the fines imposed will be retained by the organiser.

ART. 5P. IDENTIFICATION OF CARS & ADVERTISING

5.1.P. IDENTIFICATION OF CARS

Complying with the FFSA standard regulations for rallies.

5.2.P. ADVERTISING

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

- **COMPULSORY ADVERTISING: DOORS' PANELS**
- **OPTIONAL ADVERTISING: RIGHT & LEFT WINDSCREEN STICKER**
- **COMPULSORY ADVERTISING: FRONT REGISTRATION PLATE**

Unless previously agreed with the organisers, the posting of any advertising medium on the rally route and in its 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 XX kms.
It is divided into 5 legs and 8 sections.
It includes XX Special Stages, their total length being XX kms.
The details of the special stages and of the timing feature in appendix 1.

6.2 P. RECONNAISSANCES

6.2.5P. Complying with the FFSA standard regulations for rallies.

Reconnaissance rules:

During all reconnaissance and on all the roads used, competitors must respect the rules of the Highway Code. The Organiser and the Clerk of the Course reserve the right to refuse the start in the event of any infringement or failure to observe the speed limit in built-up or residential areas.

The authorised reconnaissance days are :

- Friday 18, Saturday 19 and Sunday 20 September 2026 09.00 to 19.00
- Friday 25, Saturday 26 and Sunday 27 September 2026 09.00 to 19.00

ART. 7P. RUNNING OF THE RALLY

7.1.P. START

On Tuesday October 6th, competitors will start in accordance with the list of starting orders and times published on Monday October 5th.

7.2.P. GENERAL CONTROL PRINCIPLES

At the CH 2a at the end of the stage, early check-in is allowed and there will be no penalty for late check-in. Any contentious overtaking or failure to comply with the Highway Code on the liaison route may result in a penalty for the crew, which could lead to exclusion from the competition.

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 **crew**, having retired or being excluded for a delay exceeding the maximum authorised time between two time controls at the end of a section, or the end of the leg may re-enter the rally as he chooses: at the next section, or at the next stage, or at a later stage.

The crew will be allowed to rejoin the rally only after having successfully submitted their car to the scrutineers.

For the stage where the retirement or the disqualification has been pronounced, a crew re-entering the rally will be given a penalty of 10 minutes for each Special Stage not completed or not run. This time penalty will be added to the best time obtained in their class. If a crew is alone in their class, the Stewards' Panel will award them a time deemed to be the fairest.

If the crew retires after the last Special Stage of the leg, the crew will however be considered to have retired during this last Special Stage. A penalty of 10 minutes will be added to the time achieved in the last Special Stage.

Crews re-entering to the rally will not be entitled to any prize or points, except for possible bonus points (start, finish).

However, if the crew does not intend to re-enter the rally, they must inform the Clerk of the Course by filling in the form on the back of the road book ("final retirement"). The crew must submit the form to the Race Direction as soon as possible and, if practicable, before the publication of the new starting list.

7.4P GROUP CONTROL

Complying with the Standard Rally Regulations.

7.5P. SPECIAL STAGES

Complying with the Standard Rally Regulations.

7.5.4.P START PROCEDURE

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

7.5.9.P TIME RECORDING SYSTEM

Timekeeping will be done to the second.

The TRIPY box 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 broken down or damaged car of the 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 failed 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 numbers will be written on the timecard and on a label to be stuck to 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.

7.5.20.P SHAKEDOWN

A shakedown will be organised on Monday October 5th.

The entry fee is set by the specific regulations of the event at 140,00 euros.

The shakedown will take place on a closed road, with no time taken and no ranking established.

1 to 3 runs are authorised.

It is intended for competitors entered in the 26th Tour de Corse Historique.

With the organiser's agreement, the co-driver may be replaced by a licensed driver. In this case, the details (surname, first name and licence number) must be provided to the organiser by the closing date of entries at the latest,

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

Competitors entering the 26th Tour de Corse Historique will have already undergone the administrative checks and scrutineering to which they are subject in their rally regulations, and their vehicle will have to present the sticker attesting to this. Participants will present themselves at the exit of the parc fermé, where they will be issued with a logbook.

As the routes are not timed, competitors must respect a safe distance, as stopping and overtaking are strictly forbidden. Competitors whose actions are considered dangerous to the public or other participants, or likely to compromise their own safety, may be excluded from the event at any time.

Competitors returning to the start will follow an itinerary defined in the road book for the shakedown. Competitors must return to the Parc Fermé after completing their assistance.

7.6P PARC FERME

At the end of the leg, the competitors will check in at the TC podium (early check-in allowed), where they will receive a new time card (service and parc fermé).

The crew and the car must remain in the park for a maximum of 15 minutes for interviews and photos.

At the end of these 15 minutes, the car can be driven out by the crew or any authorised person to the service park (3h00 maximum).

After service, the cars 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, at the end of the rally:

- An overall classification (periods E to J1), **winner of the Tour de Corse Historique**
- An overall J2 classification (1988 to 1992)
- An overall Classic 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 1987

* A Group classification.

During the event :

Classifications, given live from the SS, 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 J1)
- Provisional overall classifications (period J2)
- Provisional Classic overall classifications
- Provisional classifications for « small cubic capacity cars »

ART. 10P. TROPHIES

The prize-giving ceremony will take place on the Finish podium in Calvi, **on Saturday October 10th.**

- Overall classification (E to J1): 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 Selective Sections event.

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 the 26th 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 entered crews will be notified of their convocation for administrative checks on the website www.tourdecorse-historique.fr. They will take place in Calvi, on October 3rd and 4th 2026 from 9:00 am to 8:00 pm.

The following documents must be handed out at administrative checks:

- driving licence,
- federal licence or title of participation,
- 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.

After scrutineering, on October 3rd and 4th, competitors may park their cars on the guarded park, up to the day of the start.

On Tuesday, October 7th, all competitors must enter the start parc fermé according to their convening time.

1.3.4.P BRIEFING

An oral briefing will take place at on Monday 5th in Calvi. The presence of at least one crew member is compulsory.

A written briefing will be given to crews at administrative checks.

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, together with the payment of the 30% deposit. The balance must be paid by July 11th 2026 at the latest.

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, moderate, low ». This choice may be modified at administrative checks after authorisation of the Board of Sporting Stewards.

3.1.1P. The cost of the entry fee is:

- With the optional advertising of the organisers: 4 790,00 euros
- Without the optional advertising of the organisers: 9 580,00 euros

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

- With the optional advertising of the organisers: 3 940,00 euros
- Without the optional advertising of the organisers: 7 880,00 euros

The following are considered "Small cubic capacity cars":

- Group 1 (T) up to 1600 cm³
- Group 2 (TC) up to 1400 cm³
- Group 3 (GT) up to 1600 cm³
- Group N up to 1600 cm³

Entry fees include :

- 2 rally number plates
- Car sticker kit
- 2 clothing packs
- 1 assistance number plate
- 1 assistance sticker
- 2 driver/co-driver badges
- 6 meal tickets for the regroup park of the 7th, 8th and 9th october
- 2 access bracelets for the opening gala
- 1 space in the service zones

Any additional requests must be made before 01 September 2026

Additional roadbook: 40,00 euros

Additional assistance number plate: 15,00 euros

Additional assistance space on request.

3.1.2P. The entry application will be accepted only if it sent together with the payment of the entry fee and the Identity Form or PTHN for historic vehicles issued by the FFSA, or an FIA Historic Regularity Course Vehicle "Laissez-Passer" .

3.1.3P. 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.

In case of withdraw :

- **The 30% deposit is refundable up to 10 May 2026. After this date, it will be retained.**
- **100% of the total amount will be retained after 11 July 2026.**

3.1.4P. 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, any withdrawal of administrative authorisation or request for suspension by the sporting or administrative authorities, will be considered as a case of Force Majeure.

50% 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)

3.2.5. Under penalty of disqualification, the safety equipment (driver and co-driver) in force on the day of the rally is compulsory for the members of the crew.

Long-sleeved cotton clothing is compulsory.

Clothing and socks made of synthetic or acrylic material, as well as shoes made of synthetic, or rubber material are forbidden.

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.

4.1.P. 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, until 31/12/1996.
- **Standard Grand Touring Cars (GT)** compliant with French road legislation, until 31/12/1996.

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 will be reserved for cars until 1975 and 1600 cm³ maximum
- Convertible cars 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.

4.1.3P TYRES

The tyres used shall be marked E or DOT by the manufacturer.

The re-cutting of tyres is forbidden.

At all times during the rally, the number of spare wheels on board the cars will be: minimum 1 wheel, maximum 2 wheels.

LIGHTING

The use of LED spotlights will be tolerated. The lights must be removed before the car enters the Parc Fermé.

4.3.1.P. SERVICING

In each Stage Town, Service zones will be set aside for competitors.

Each competitor is responsible for the behaviour of his assistance as well as for waste disposal. Empty hydrocarbon cans must be collected.

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 of a deposit (500 euros), the installation of which will be the responsibility of the competitors.

The equipment is made of three elements:

- the TRIPY G.P.S. 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.

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 Traffic regulations.

In the case of overspeeding on the liaison course:

| Vitesse | Amende | Pénalité |
|--|--------|--|
| 1^{ère} infraction notifiée : | | |
| ≤ 20 km/h | 68 € | |
| ≤ 30 km/h | 135 € | 10 secondes |
| ≤ 40 km/h | 135 € | 20 secondes |
| > 40 km/h | 135 € | <u>1 minute</u> |
| 2^{ème} infraction notifiée : | | |
| En plus de la 1 ^{ère} | 270 € | <u>1 minute</u> |
| 3^{ème} infraction notifiée : | | |
| En plus des deux premières | 405 € | <u>5 minutes pouvant aller jusqu'à la disqualification</u> |

All these notifications will be made via the organiser by SMS or any other electronic means of information. All these penalties are not subject to sporting appeal. The amount of the fines imposed will be retained by the organiser.

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 1. 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 timecard as well.

6.2.P. RECONNAISSANCES

Complying with the Tour de Corse Historique VHC supplementary regulations.

6.2.7. PENALTIES

In accordance with the FFSA standard rally regulations.

ART. 7P. RUNNING OF THE RALLY

7.1.P. START.

Start will be given according to the schedule.

7.2.P. GENERAL CONTROL PRINCIPLES

At the CH 2a at the end of the stage, early check-in is allowed and there will be no penalty for late check-in. Any contentious overtaking or failure to comply with the Highway Code on the liaison route may result in a penalty for the crew, which could lead to exclusion from the competition.

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 timecard may only be made if both members of the crew and their car are in the zone. Checking-in may be done with the crew onboard.
- Checking-in time corresponds to the exact time where a member of the crew presents the timecard to the marshal.
- The marshal then writes the time of presentation, and only the time on the timecard.
- 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, or the one preceding it.
- The crew does not incur any penalty for lateness if the time of presentation of the timecard to the marshal corresponds to their ideal minute of checking-in.

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 timekeeping 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 160,00 euros.**

• **2nd offence: disqualification of the competitor.**

A competitor whose box does not transmit the information to the time control centre, due to a bad connection or to the fact that the system is not activated, will incur the same penalties as if he/she had not completed one or several regularity zones.

The G.P.S. system integrated into the Tripy also allows the speed of the car to be checked at any point on the course and may therefore be used to ensure compliance with this article and with the provisions of the French Highway Code.

PROCEDURE FOR START/FINISH:

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

The start will be given from a standing start at the red panel at the full minute or every 30 seconds. The remaining time will be discounted 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's.

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, they 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 timecard).

In this case, the competitor must be 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 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 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 broken down or damaged car of the 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 timecard and on a label to be stuck to 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.

7.5.20.P SHAKEDOWN

Complying with the Tour de Corse Historique VHC supplementary regulations.

7.6.P. PARC FERME

At the end of the leg, the competitors will check in at the TC podium (early check-in allowed), where they will receive a new timecard (service and parc fermé).

The crew and the car must remain in the park for a maximum of 15 minutes for interviews and photos.

At the end of these 15 minutes, the car can be driven out by the crew or any authorised person to the service park (3h00 maximum).

After servicing, the competitors must check in at the parc fermé entry control point, but they don't have to leave their cars on the park. Cars not staying in the park must be returned in conformity with the Highway Code (number plates) and will then be covered by their own insurance.

The next day they must present their car in the start park 30 minutes before the start of the first VHRS, at the latest, after 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 Calvi, **on Saturday October 10th.**

- 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: 3 trophies to the first team

LEGEND RALLY REGULATIONS

DEFINITION

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 organisers reserve the right to limit the number of participants or, conversely, to cancel the event in the event of a 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.

Administrative checks and scrutineering will take place on October 3rd and 4th 2026, in Calvi (see Tour de Corse Historique VHC supplementary regulations).

Administrative checks

They concern the validity of the following documents, which must be handed:

- 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 is 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.

Are mandatory :

- a valid fire extinguisher (capacity of at least 2 kg)
- seat belts and/or harnesses for cars equipped with them as standard (after 01/09/1967),
- a fluorescent vest (one per crew member)
- 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, competitors may leave their cars on the guarded park, up to the day of the start.

On Tuesday, October 6th, all competitors must enter the start park in Calvi, according to their convening time.

1.3.4 BRIEFING

An oral briefing will take place on Monday 5th in Calvi. The presence of at least one crew member is compulsory.

A written briefing will be given to crews at administrative checks.

ARTICLE 2P. INSURANCE

Complying with the Tour de Corse Historique VHC supplementary regulations.

ARTICLE 3P. PARTICIPANTS, DRIVERS, TEAM MEMBERS

3.1P. The entry fees are fixed:

- with optional advertising by the organisers: 4 790,00 euros
- without optional advertising by the organisers: 9 580,00 euros

Entry fees include:

- 2 rally number plates
- Car sticker kit
- 2 clothing packs
- 1 assistance number plate

- 1 assistance sticker
- 2 driver/co-driver badges
- 6 meal tickets for the regroup park of the 7th, 8th and 9th october
- 2 access bracelets for the opening gala
- 1 space in the service zones

Any additional requests must be made before 01 September 2026

Additional roadbook: 40,00 euros

Additional assistance number plate: 15,00 euros

Additional assistance space on request.

3.2P. The entry application will be accepted only if it sent together with the payment of the entry fee and a copy of the first page of the FIA PTH or the FFSA PTHN.

3.3P. 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.

In case of withdraw :

- **The 30% deposit is refundable up to 10 May 2026. After this date, it will be retained.**

- **100% of the total amount will be retained after 11 July 2026.**

3.4P. 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, any withdrawal of administrative authorisation or request for suspension by the sporting or administrative authorities, will be considered as a case of Force Majeure.

50% of the entry fee will be withheld or partially deferred to the next edition.

3.2P. CREWS

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 before the VHRS for all legs.

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.

Group B cars are permitted.

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. 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, as well as rubber shoes.

4.3.1.P. SERVICING

In each Stage Town, Service zones will be set aside for competitors.

Each competitor is responsible for the behaviour of his assistance as well as for waste disposal. Empty hydrocarbon cans must be collected.

Competitors must enter the park for the next leg at least half an hour before the start time of the first Legend competitor. 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 the administrative checks, competitors will be given a G.P.S. control and timing box of the TRIPY brand, in exchange of a deposit (500 euros), the installation of which will be the responsibility of the competitors.

The equipment is made of three elements:

- the TRIPY G.P.S. 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.

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.

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

In the case of overspeeding on the liaison course:

| Vitesse | Amende | Pénalité |
|--|--------|--|
| 1^{ère} infraction notifiée : | | |
| ≤ 20 km/h | 68 € | |
| ≤ 30 km/h | 135 € | 10 secondes |
| ≤ 40 km/h | 135 € | 20 secondes |
| > 40 km/h | 135 € | <u>1 minute</u> |
| 2^{ème} infraction notifiée : | | |
| En plus de la 1 ^{ère} | 270 € | <u>1 minute</u> |
| 3^{ème} infraction notifiée : | | |
| En plus des deux premières | 405 € | <u>5 minutes pouvant aller jusqu'à la disqualification</u> |

All these notifications will be made via the organiser by SMS or any other electronic means of information. All these penalties are not subject to sporting appeal. The amount of the fines imposed will be retained by the organiser.

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

At the end of the scrutineering, competitors may leave their cars on the guarded park, up to the day of the start. On Tuesday, September 6th, starts will be given according to the schedule.

7.2.P. GENERAL PROVISIONS ON CONTROLS

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

The checking-in procedure is in line with the support VHC rally.

At the CH 2a at the end of the stage, early check-in is allowed and there will be no penalty for late check-in. Any contentious overtaking or failure to comply with the Highway Code on the liaison route may result in a penalty for the crew, which could lead to exclusion from the competition.

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.

7.5P. RUNNING OF THE SESSION

In principle, starts are given from minute to minute. However, depending on the number of participants, this interval may be reduced by 30 seconds.

As the course is not timed, competitors must respect a safe distance, stopping on special stages and overtaking being strictly forbidden. Competitors whose actions are considered dangerous for the public or other participants, as well as being of such a nature as to compromise their own safety, may be stopped at any time, or even excluded from the event.

7.5.16P. 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 timecard). 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.

7.5.20.P SHAKEDOWN

Complying with the Tour de Corse Historique VHC supplementary regulations.

7.6P. PARC FERME

At the end of the leg, the competitors will check in at the TC podium (early check-in allowed), where they will receive a new timecard (service and parc fermé).

The crew and the car must remain in the park for a maximum of 15 minutes for interviews and photos.

At the end of these 15 minutes, the car can be driven out by the crew or any authorised person to the service park (3h00 maximum).

After servicing, the competitors must check in at the parc fermé entry control point, but they don't have to leave their cars on the park. Cars not staying in the park must be returned in conformity with the Highway Code (number plates) and will then be covered by their own insurance.

The next day they must present their car in the start park 30 minutes before the start of the first Legend competitor, at the latest, after 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 Calvi, **on Saturday, October 10th, 2026.**

APPENDIX II / TRIPY

Annex 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.



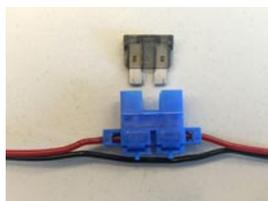
Pendant les contrôles techniques, le GPS Tripy-R, sera posé et vérifié par un technicien.

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 branchée 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 fiable).
- 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 cosses plate femelle 6,3mm (description ci-après)
 - Connecteur de marque Würth composé d'un boîtier mâle en T en plastique blanc et de deux cosses plates femelles 6,3mm X 8mm.
 - Boîtier plastique mâle : Würth ref 0555 100 23
 - Cosses 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 Cosses 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



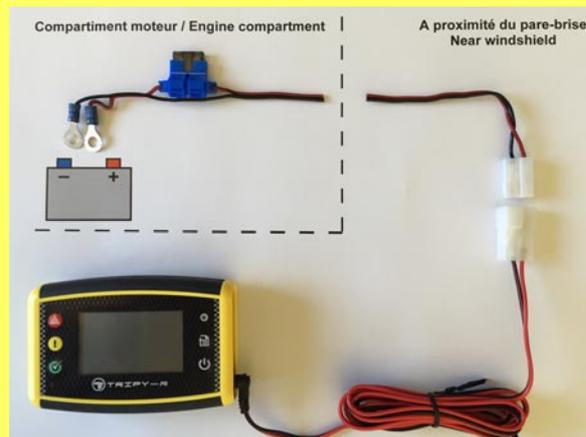
During technical inspection, the Tripy-R GPS device will be installed & checked by a technician.

VEHICLE ARRANGEMENT

Installing electrical power supply cable through your care:

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's battery in order to provide a continuous power supply (24/7). The cable must comply with the following technical specifications:

- The power supply connection you must provide will be made with a cable consisting 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 advise 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.



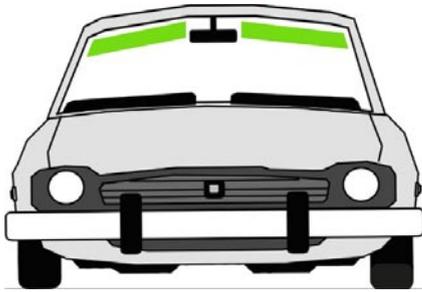
Vous pouvez trouver ces connecteurs dans les boutiques Würth outillage (souvent avec des quantités minimum de 10 pièces).

Le connecteur est également disponible à la pièce chez AES (<https://www.autoelectricsupplies.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 latérale 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.

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 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.

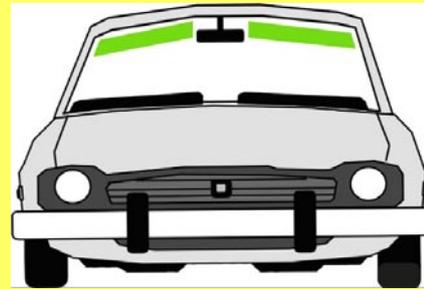
You can find these connectors in Würth tooling shops (often with minimum order quantities of 10 units).

This connector is also available by one unit at AES (<https://www.autoelectricsupplies.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 and 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.

 **TOUR DE CORSE**
HISTORIQUE