

21^e
EDITION

La rencontre des légendes

TOUR DE CORSE HISTORIQUE

04/09 OCTOBRE 2021

SUPPLEMENTARY
SPORTING

SUBJECT TO
CHANGE



À L'ASSAUT DU MYTHE

www.tourdecorse-historique.fr



21th TOUR DE CORSE HISTORIQUE
From 04 to 09 October 2021
SUPPLEMENTARY SPORTING REGULATIONS
Non-contractual - Subject to change

VHC / CLASSIC – SPORTS REGULARITY – LEGEND

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PROGRAMME

Saturday 28 August 2021	Closure of entries
24, 25, 26 September 2021 1, 2, 3 October 2021	Reconnaissances
Monday 4 October 2021	Administrative checks – Marina median, Porto Vecchio Scrutineering – Marina median, Porto Vecchio
Tuesday 5 October 2021	Administrative checks – Marina median, Porto Vecchio Scrutineering – Marina median, Porto Vecchio 1st meeting of Sporting Stewards Publication of the list of crews allowed to start Cars entering Parc Fermé - La Marine median- Porto Vecchio Briefing VHRS Crews and Race Direction – Marina median, Porto Vecchio Briefing VHC Crews and Race Direction – Marina median, Porto Vecchi
Start of Leg 1 Finish of Leg 1 Publication of provisional results + starting orders of Leg 2	
Wednesday 6 October 2021 Start of Leg 2 – Marina median, Porto Vecchio	
Finish of Leg 2 Publication of provisional results + starting orders of Leg 3	
Thursday 7 October 2021 Start of Leg 3 Finish of Leg 3 Publication of provisional results + starting orders of Leg 4	
Friday 8 October 2021 Start of Leg 4 Finish of Leg 4 Publication of provisional results + starting orders of Leg 5	
Saturday 9 October 2021 Start of Leg 5 Finish of the Rally - Marina median, Porto Vecchio	
 Publication of the Rally's classifications Prize Giving – Closing ceremony Porto Vecchio	

RÈGLEMENT PARTICULIER - VHC

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, the 21th Rally Tour de Corse Historique.

Organising Committee

President :	José ANDREANI
Vice-Presidents :	Philippe GIOVANNI
Treasurer :	Gérard CESARI
General Secretary :	Marie-Ange DINI
Members :	Cathy BAILE
	Catherine BELON
	Antoine CASANOVA
	Alain CHIARI
	Jean FANCELLU
	Corine GAYDOU
	Jean François GIOVANANGELI
	Michel GRANDSERRE
	Claudine GRANDSERRE
	Abdel KAJEOUI
	Zakaria KNIZI
	Mathieu LEONARD
	Saïd AHMAMAD
	Christian PADOVANI
	Romain PHILIP
	Pierre PIERGIGLI
	Jean-Jo PRUNETTI
	Charly RAGNE

Rally Office : Tour de Corse Historique - Route de Murateddu -
BP 15 - 20538 Porto Vecchio Cedex (GPS: 41°35'58.2"N-09°15'47.3"E)

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
Members

Clerk of the Course (COC):

Clerk of the Course – VHRS:

Deputy Clerk of the Course – VHRS:

Deputy Clerk of the Course – Super Rally

Deputies Clerk of the Course:
In charge of HQ / Race Direction:
COC's in charge of the tricolor car:
Chief Scrutineer:
Scrutineers:

In charge of Relationship with Competitors
Chief CRAC
CRAC
CRAC at regroupings
COC's in charge of S.S.:

Technical Organiser:

Info Car

Chief Doctor

Coordination Competitors Organisation
In charge of parks
Delegate at regroupings:
In charge of classifications:
In charge of relationship with Press:
In charge of website:
In charge of social media:

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 .
They will take place on the Marina median, in Porto-Vecchio, on 5th October 2020 from 09.00 to 20.00 and on 6th October from 08.00 to 09.00.

Final scrutineering will take place on 9th October 2021 at:
Garage Renault Balesi – Porto Vecchio.
Manpower: 60 €/hour

ART. 2P. INSURANCES.

Complying with the FFSA standard regulations.
Insurer : *tbc*

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.

3.1.10P. Entries will be limited to a maximum of 160 vehicles.

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 cm³

Groupe 2 (TC) up to 1,400 cm³

Groupe 3 (GT) up to 1,600 cm³

Groupe N up to 1,600 cm³

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

Entry fees will be fully refunded to applicants whose entry has been refused and in the case of cancellation of the rally.

In the case of withdrawal after the closing date of entries, 800 euros will be deducted from the refund.

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 Passports).

3.2P. CREWS

3.2.7.P 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

3.3.1.P 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 repositioning 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

4.1.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 - 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. 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 e-mail) 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 consistent with what could be or could have been authorized 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.

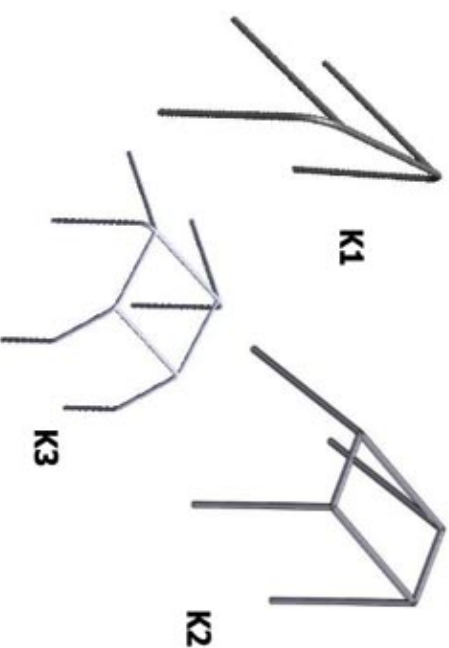
For Touring cars, there must be a Gr1/2 homologation form together with the technical passport.

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

VHC - Rallye															
Récapitulatif 2020 des équipements de sécurité VHC - Rallye		Annexe K 2020	A	B	C	D	E	F	G1	G2	H1	H2	I	J1	J2
Coupe circuit Signalisation : Eclair rouge sur fond bleu	Art.5.3	1905							X						
Batterie	Art.5.3						X - Lithium interdite Batterie dans l'habitacle = batterie sèche-solécement 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 l'habitacle)						
Canalisation de carburant	Art.5.5					X - Conforme à l'Art.5.5.7								X - Ann XI - Art.3.2.6	
Systèmes d'extinctions et/ou Extincteurs manuels	Art.5.7.3 Ann.XI Art.3.2.7					X - Extincteur manuel conformément à l'Art. 253-7.3 de l'Ann. J (Liste FIA n°9) X - Système d'extinction homologué FIA, conforme Art. 253-7.2 Ann. J (Liste FIA n°16)								X	
2 rétroviseurs extérieurs	Art.5.10					X - Code la route (Voiture Homologuées)									
Parabrisse 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 obligatoire Norme FIA 8854/98 (Liste n°24) ou 8853/98 (Liste n°24)		X - Harnais 4 points Ann.J						X - Harnais 6 points Ann.J 8853/98 (Liste n°24) 8853/2016 (Liste n°57)	
Fixations supplémentaires T, CT, GT, GTS, GTP	Art.5.17					X - Attaches capot avant et arrière					X - Deux attaches min. pour capot avant et arrière				
Anneau de remorquage AV-AR	Art.5.18						X - 80 ou 100mm							X - Ann XI - Art.3.2.6	
Siège homologué FIA / Siège origine	Art.5.22														

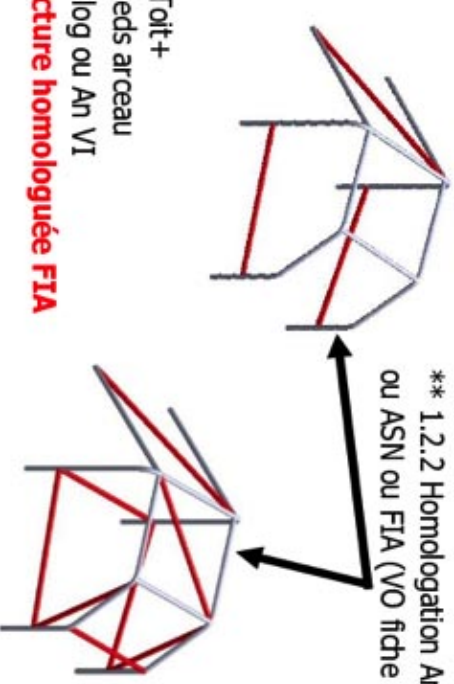
Minima des Armatures de sécurité Annexe K en cours

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 Arrière 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

** 1.2.2 Homologation Annexe VI
ou ASN ou FIA (VO fiche Homolog)



* 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)

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, 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:

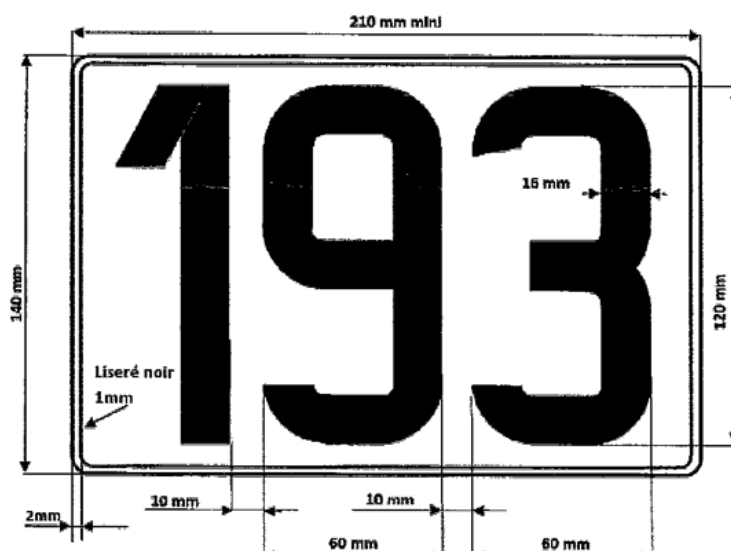
located in the top right corner of the wind-shield.

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, rally plates.

Optional advertising : windscreen right and left stickers.

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 1P. DESCRIPTION

The Rally Tour de Corse Historique will cover a route of approximately **1,000 kms**.

It is divided into 5 legs and 9 sections.

It includes 17 Special Stages, their total length being **360 kms**.

6.2 2P. RECONNAISSANCES

6.2.6P. Complying with standard regulations.

The authorized days to carry out reconnaissances are :

- Friday 24th, Saturday 25th and Sunday 26th September 2021, from 09.00 to 19.00.
- Friday 1st, Saturday 2nd and Sunday 3rd 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 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 and 17 with an intermediate security post, a time-keeping point will be placed between 50 and 100 metres before the post.

The interest is double:

- 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.

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.

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)
- * A 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 (1,2,3,4/5, N, A, B).

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 J1)
- provisional J2 overall classifications
- provisional Competition Classic Rally overall classifications
- provisional classifications for « small cubic capacity cars »

ART. 10P. TROPHIES

The Prize Giving will take place :

On Saturday October, 09th, 2021 at 19:00 pm, in Porto Vecchio.

- 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

Period and group trophies will be awarded at the Rally Finish Podium.

- 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 21th 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.

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.

Final scrutineering : Complying with the Tour de Corse Historique VHC supplementary regulations.

Upon arrival, each crew must enter the parc fermé and make their car available for quick 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, August 28th, 2021 (date on postmark). Any incomplete 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.

Entries will be limited to a maximum of 120 cars.

The cost of the entry fee is :

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

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

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

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

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

Entry fees will be fully refunded to applicants whose entry has been refused and in the case of cancellation of the rally.

In the case of withdrawal after the closing date of entries, 800 euros will be deducted from the refund.

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.

During regularity tests, the members of the crew must be equipped with helmets (homologation recommended at norm NF minimum).

Wearing clothes covering arms and legs is compulsory. Particularly flammable materials (nylon...) are prohibited.

3.3P. STARTING ORDERS

Throughout the duration of the event, cars circulate in the order of the race numbers assigned by the Organiser. 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

4.1.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 for more than 25 years.
- **Standard Grand Touring Cars (GT)** compliant with French road legislation for more than 25 years.
- **Regularity Touring Classic category**: production cars that comply with French road legislation for more than 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 less than 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, only cars equipped with at least one three-point roll bar will be accepted.

The Clerk of the Course, subject to a request for derogation expressed by the competitor, at the latest during the administrative checks, may modify the chosen average category, depending on the type of vehicle.

4.3.1.P. SERVICING

Service is free between Special Stages, except between ES3 and ES4.

Tow trucks made available to the COC at the start of the 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

At administrative checks, competitors will be given against a deposit, 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
 - < α μαγνητική αντέννα.

Once the equipment fully fixed and tested under the supervision of technical stewards, 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 FFSA standard regulations for sporting regularity rallies.

6.3.P. TIME CARD

6.3.1.P At the start of the rally, each crew will receive a time card with the times allowed to cover the distance between 2 time controls. This time card will be returned to the finish control of the section and replaced at the start of the next section by a new time card.

The crew is solely responsible for their time card.

6.3.2.P The time card must be available on request, more particularly at all the control posts where it must be presented by a member of the crew to be stamped.

6.3.3.P Unless approved by a Steward in charge, any rectification or modification made to the time card will result in exclusion.

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.

7.3.16.P. EXCLUSION

7.3.16.1.P Complying with the Tour de Corse Historique VHC supplementary regulations

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. Exceeding the average by more than 10% (high average) will lead to exclusion.

In case of non functioning of the time taken by GPS for technical reasons, the penalty for each section of untimed test, will be calculated by the Sporting Stewards according to the following provisions:

Application of the rule of three:

Penalty for a distance of reference X kilometers of the test not calculated

Kilometers of the distance of reference

The distance of reference corresponds to one or several sections, the decision being up to the sporting stewards.

The G.P.S. compulsory aboard each vehicle will also enable to check the speed throughout the route and will thus be used for the respect the preceding paragraph and 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 organizers, 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 :

Start will be given « standing start » at the red panel at the full minute, counted by the Marshalls or by the clock placed at the start.

- Early start : crossing the start line before the sign of the marshall or of the clock will lead to a 10-second-penalty.
 - Delayed start : crossing the start line more than ten seconds after the sign of the marshall or of the clock will lead to a 10-second-penalty.
- Finish lines as well as any intermediate time-keeping point will not be given.

For SS 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 and 17 with an intermediate security post, a time-keeping point will be placed between 50 and 100 metres before the post.

The interest is double:

- 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.

The finish timing line of a regularity zone may not be the same as the one 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 regularity test section a "STOP" point will be materialized by the red panels to allow the transmission of time datas recorded by GPS. Competitors may restart only after the signal of the marshall.

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 parc fermé 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 1.800 points penalty (equal to 30 minutes, since 1 second = 1 point) added to the worst time of the competitor who took the start of the regularity test in question.

In the event of an overrun of more than 10% of its average, the competitor is liable:

- 1st infringement: the Board of Sporting Stewards will sanction with a financial penalty of 160 €.
- 2nd offence: the Board of Sporting Stewards will notify the exclusion.

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.

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 leg, competitors must enter the waiting park for a period of 20 minutes (15 minutes in Bastia). During this allotted time, the crew and the car must remain present for interviews and photos.

At the end of this period of time, the car may be driven out by the crew or any authorised person.

Competitors will be able to leave the parcs fermés at the end of the legs. They must present their car at the park 30 minutes before their start time for the next stage, having brought the front and rear licence plates into race conformity.

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 **Saturday 9th October, 2021 at 19.00 in Porto Vecchio**

- 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 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

In addition to the supervision of the VHC Rally, a Technical Steward and a Crew Relations Officer are dedicated to the event.

1.3.P. VERIFICATIONS

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.

Technical 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 : tbc.

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: €3,990
- without optional advertising by the organisers: €7,980

3.2P. TEAMS

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

At administrative checks, competitors will be given against a deposit, a GPS control box branded Tripy. Its mounting is under the responsibility of the competitor.

The equipment is made of three elements (see details and mounting instructions on Appendix 2):

- 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 technical stewards, it shall in no event be disconnected and leave the car up to the finish of the rally.

Under no circumstances can this device be used for time-keeping purposes.

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 at a later date.

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 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").

ARTICLE 10P. PRICES/TROPHIES

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