



**SPECIAL REGULATIONS
HISTORICAL RALLY RALLY
15th GENEVA CANNES CLASSIC**

ARTICLE 1: GENERAL

1.1 The Association PEUGEOT HISTORIC ORGANIZATION Association law of 1901 N° W741000830 affiliated to the French Federation of Vintage Vehicles (FFVE) under N° 1124 organizes from 6 to 9 September 2023 a Historic and Regularity Tourist Rally called:

15th GENEVA CANNES CLASSIC

This rally respects the FFVE Charter of Historic Rallies and has received the approval of the FFVE under the number xxxxx. It is not registered in any calendar and does not count for any challenge or trophy.

It has been declared to the Prefectures concerned by the itinerary, in accordance with the provisions in force.

The rally complies with decree 2017-1279 of August 9, 2017, article R331-6 of the sports code and the Technical Safety Rules (RTS) defined in decree INTS1730387A of November 24, 2017.

It complies with the general provisions of the International Federation of Old Vehicles (F.I.V.A.). It is in no way a sporting event.

Its purpose is to allow collectors of vintage vehicles to drive their vehicles in optimal safety conditions and to highlight, by bringing it to life, the industrial heritage that these vehicles constitute. It also promotes the discovery of the landscape, architectural, cultural and historical heritage of our regions.

The Rally is organized in such a way that each participant, whatever the age and the engine capacity of his vehicle, can complete the route in good safety conditions.

It takes place on the open road, in compliance with the Highway Code, with the aim of not disturbing the traffic of other road users or the tranquility of local residents.

The departure of participants is staggered so as not to interfere with road traffic.

1.2 SECRETARIAT

Address: 10, allée de la Marjolaine Zip Code: 74940 City: Annecy-le-Vieux

1.3 RALLY RESPONSIBLE

Administrative Organiser: PEUGEOT HISTORIC ORGANIZATION (P.H.O)

Technical Organiser: PEUGEOT HISTORIC ORGANIZATION (P.H.O)

Responsible for Participant Relations: Anja Loetscher (Munich)

Responsible for BLUNIK company rankings

Responsible for technical checks: Michel NAVILLE

Managers for the route Jean-Claude PEUGEOT

Race Director: Jean-Claude PEUGEOT FFSA license n° 178366

1.4 DESCRIPTION OF THE RALLY

This is a rally of navigation and road safety tests with a secret route taking place on public roads of +/- 1,000 kilometers without any notion of speed.

The crews will be composed of at least 2 people (a driver and a navigator).

1.5 RULES OF THE HIGHWAY

The Rally is not a sporting event. Participants must respect the Highway Code.

Participants must be particularly vigilant when crossing built-up areas or inhabited areas.

The Route Book will indicate the narrow and dangerous areas, as well as the agglomerations, limiting, if necessary, the speed to 30 Km/h.

The Organization will sanction abusive behavior, which may go as far as exclusion from the Rally.

ARTICLE 2: RUNNING OF THE RALLY

- ↪ Registrations: Registrations are received from Thursday, October 6, 2022 until July 17, 2023 at midnight (postmark as proof)
- ↪ Reception and Checks: Administrative and technical checks will take place Wednesday, September 6, 2023 from 10 a.m. to 11:30 a.m.:
Verification address: (to be specified later)
- ↪ Course of the Event: The rally will take place in 4 stages divided into 7 sections and 18 sectors
 - ↪ Start of the rally: 06/09/2023 at 1:45 p.m. Location: "to be defined"
 - ↪ Arrival: 09/09/2023 at 5 p.m. Cannes Croisette "Esplanade du Grand Hôtel"
- **1st Stage:** Wednesday 6 September 2023
 - o Briefing: 11:30 a.m.
 - o Departure of the 1st car: 1:45 p.m. - Location: "to be defined"
 - o Arrival of the 1st stage from 6:15 p.m.; VILLARS-SUR-OLLON (CH)
- **2nd Stage:** Thursday, September 7, 2023
 - o Departure of the 1st car: 8:15 a.m.; Location: VILLARS-SUR-OLLON (CH)
 - o Arrival of the 2nd stage from 6:00 p.m.; Location: MONTGENEVRE (05)
- **3rd Stage:** Friday, September 8, 2023
 - o Departure of the 1st car: 8:30 am; Location: MONTGENEVRE (05)
 - o Arrival of the 3rd stage from 4:45 p.m.; Location: JAUSIERS (04)
- **4th Stage:** Saturday 9 September 2023
 - o Departure of the 1st car: 8:30 am; Location: JAUSIERS (04)
 - o Arrival of the 4th stage from 4 p.m. Cannes Croisette GRAND HÔTEL*****

The official rally route, which must be followed, is kept secret until the moment of departure. It will be described on a route book also called "roadbook". It is a document, measured and illustrated with pictograms, used for land navigation on roads and paths.

**This is by no means a speed test.
Participants must comply with the requirements of the Highway Code
as well as to the Municipal Decrees of the agglomerations crossed.**

Each participant will have a telephone number allowing him to contact the Organization and the stage points at any time during the Rally.

Any participant who has left the course must notify the Organization to avoid unnecessary searches.

Participants are responsible for their fuel, oil and water supplies. Refueling points will be mentioned on the road book.

In the event of an unforeseen obstacle on the route, a diversion will be put in place by any appropriate means at the discretion of the Organization to bring the participants back on the right route.

ARTICLE 3: VEHICLES AUTHORIZED TO PARTICIPATE

Are eligible to participate:

- Vintage vehicles over 30 years old on December 31 of the current year,
- Vehicles between 25 and 30 years old; all within the limit of 10% of the board,
- Vehicles "Prestige & Sports category" beyond 1996 within the limit of 10% of the grid,

All vehicles must comply with French road legislation and present an up-to-date technical inspection.

The F.I.V.A. is strongly recommended, as it allows you to attest to the authenticity of the car.

The number of vehicles allowed to start is set at 33 cars in order to preserve the conviviality of this Historic and Regularity Rally.

If the number of registrations is greater, from the 34th car onwards a waiting list will be created.

ARTICLE 4: COMMITMENT

4.1 Commitment requests, accompanied by the amount of the contribution to the costs, should be sent to:

Name of Association: PEUGEOT HISTORIC ORGANIZATION

Address: 10, alley of Marjolaine

Postal Code: 74940 City: Annecy-le-Vieux

4.2 The maximum number of entrants is set at 33,

4.3 The closing date for entries is set for Monday, July 17, 2023 at midnight (as evidenced by the postmark),

4.4 The registration fee is set at €3,200 for a crew of two,

4.5 Commitments must be accompanied by a 50% deposit, payable to: PEUGEOT HISTORIC ORGANIZATION 10 allée de la Marjolaine 74940 Annecy-le-Vieux.

The balance must be sent no **later than July 18, 2023**.

Any request for commitment will only be taken into account if it is accompanied by the amount of the deposit.

The name of the crew will appear on the registration forms as well as on the list of participants.

The Organization reserves the right to refuse a commitment without having to justify its decision.

In this case, the documents and entry fees will be returned to the unsuccessful candidate.

4.6 The contribution to the costs includes, for a crew of 2 people:

- ✦ The rally plates,
- ✦ The door numbers,
- ✦ The route books (road-book) and logbooks,
- ✦ Timing and Classification by "BLUNIK PRECISION CHRONO",
- ✦ Participation in regularity tests,
- ✦ A crew declared winner and rewarded at each stage,
- ✦ A welcome gift,
- ✦ Cups & Trophies; all crews are rewarded,
- ✦ Meals from Wednesday midday to Saturday evening,
- ✦ Accommodation for 4 nights, breakfast included, from Wednesday September 6 to Sunday morning September 10, 2023; 4* and 5* hotels,
- ✦ The closing meal on Saturday evening September 9, 2023 on a private beach with a champagne open bar,
- ✦ Luggage service

4.7 A regularly entered participant who does not take the start will be reimbursed as follows

- ✦ Withdrawal reported before July 10, 2023: registration fees reimbursed at 100%
- ✦ Withdrawal reported between July 11 and August 10, 2023: registration fees reimbursed at 70%
- ✦ Package reported after August 10, 2023: all rights will be retained.

Commitment checks can be cashed upon receipt of the commitment.

ARTICLE 5: ADMINISTRATIVE CHECKS

They will make it possible to ensure the correct identification of the vehicle and the correspondence with the registration file.

When withdrawing their file, the driver must be able to present to the Organization:

- ✦ His driving license and that of his navigator if he is required to drive.
- ✦ The authorization of the owner of the vehicle if he is not on board
- ✦ The documents relating to the vehicle entered: vehicle registration document, FIVA identity card (optional), insurance certificate, valid technical inspection certificate and sticker.

ARTICLE 6: TECHNICAL CONTROLS

6.1 All vehicles must comply with the regulations of their country of registration, as well as with the technical standards of these regulations.

The Organization will carry out checks on the vehicles entered, essentially relating to the conformity of the vehicle with the declaration made in the entry and its appearance, as well as the following safety points:

- ✦ Valid technical inspection sticker
- ✦ Condition of the tyres: they must be in good condition, not "racing" type
- ✦ Brake fluid level and battery mounting
- ✦ Operation of lighting, direction indicators and windscreen wipers.
- ✦ Presence of a jack and a working spare wheel.
- ✦ Presence of a safety triangle.
- ✦ Presence of 2 fluorescent safety vests.
- ✦ Seat belts, if the anchor points have been provided by the manufacturer.
- ✦ A powder extinguisher of at least 1 kg (valid expiry date) correctly fixed is compulsory.
- ✦ Noise can be checked before departure, and must comply with the legislation.

6.2 ADDITIONAL EQUIPMENT AUTHORIZED IN VEHICLES

Electronic equipment and accessories:

All types of electronic or mechanical Trip master are authorized and even recommended.

All devices for measuring and calculating averages and/or electronic distances are authorized on board the vehicles.

6.3 GENERAL EXAMINATION OF THE VEHICLE

It will focus on respecting the authenticity of the model presented.

Following all these checks, the Organization may refuse the departure of the vehicle, or declare its immediate exclusion, if it is deemed by it not to be in keeping with the spirit of the period and/or the Rally, not complying with the above regulations, not complying with technical or administrative standards, or deemed dangerous, in the process of being restored, or showing excessively visible corrosion, and without the participant being able to claim compensation.

The Organization may, in order to ensure compliance with these rules, carry out new checks during the course of the Rally, or at the finish.

ARTICLE 7: PLATES, NUMBERS, ADVERTISEMENTS

- ✧ The Organization will provide each crew with two plates, one of which must be affixed visibly to the front of the vehicle, without concealing, even partially, the registration plate.
- ✧ The allocation of numbers and the starting order are left to the discretion of the Organization.
- ✧ The Organization reserves the right to include one or more advertisements on the vehicles.
- ✧ In the event of refusal of this publicity, the amount of the participation in the costs will be doubled.

Participants may display any advertising on their car, provided that:

- ✧ are not offensive, political or religious in nature,
- ✧ are not contrary to the legal provisions in force,
- ✧ do not prevent the visibility of the crew through the windows,
- ✧ and that they do not alter the historic character of the vehicle.

ARTICLE 8: INSURANCE

An R.C. Insurance policy will be taken out by the Organizers guaranteeing the civil liability of the organization, as well as that of all the participants for the duration of the event, in accordance with decree 2017-1279 of August 9, 2017 and Articles R 331- 30 and A 331-32 of the Sports Code.

The participant remains solely responsible for material damage that may occur to his vehicle, these being in no way the responsibility of the Organization.

It is up to the participants to check with their insurers that their various insurance contracts remain valid for the duration of the Rally. If this is not the case, it is their responsibility to take all measures to cover the driver and the navigator against the risks of the Rally.

ARTICLE 9: GENERAL PROVISIONS RELATING TO CONTROLS

9.0: Control Book

- ✧ Each crew will receive at the start of each stage a time card which they will have to stamp at the various controls. This time card will also be used to note the passage controls (CP) placed on the route (see article 9.2).
- ✧ The accuracy of entries remains the sole responsibility of the participants.
- ✧ All the annotations made on the control booklets must be made in such a way indelible.

- ↵ Any deletion or alteration of the notebook will result in a penalty.
- ↵ In the event of abandonment, the time card must be returned to the Organisation.
- ↵ Each participant will receive, at the start of each stage, the details of the itinerary, the mileage and the times proposed to carry it out.
- ↵ Leg starts will be given at the discretion of the start controller so as not to obstruct traffic.

9.1 Time checks: "CH":

The "CH" time controls are installed at the start and finish of each stage or sector. They are materialized as follows:

- Start of the stage: a CH panel with a red background (mandatory stop).

The marshal gives the crew their departure time and gives them their time card and their route book (roadbook).

- Arrival of the stage or ½ stage: a CH panel, red background (mandatory stop).

The steward aims and retrieves the control card in order to count the cars that have arrived.

Once the scoring is done, the vehicle must immediately leave the control area.

9.2 Ideal Crossing Time:

The words: "TIP: H-Mn-Sec" appear on the control books. They indicate the "ideal crossing time" at this point on the route, taking into account the average hourly time assessed by the Organiser. Their purpose is to pace the progress of the event, to avoid exceeding the average and the formation of convoys.

9.3 Ideal check-in time:

The Rally takes place at the official time given by the BLUNIK Clock visible at each stage start.

To avoid being penalized, participants must check in at the CH within one minute of the ideal check-in time.

Example: if the ideal check-in time is 11:30 a.m., they must clock in between 11:30:00 a.m. and 11:30:59 a.m. Checking in before or after this time slot is penalized (see article 11).

9.4 Passage controls: "CP"

Passage controls, scattered throughout the course, make it possible to check the effective passage on the correct route.

They are of several types:

- **CP "letters"**, materialized by panels bearing letters (black on white background) the crew must enter them in the boxes of their time card in the order in which they appear, in indelible pen and without crossing out. An inscription in pencil, or erasable, or crossed out, is considered as a missed CP.

- **CP "clamp"**, materialized by a panel (white panel, CP marked in black).

The crew must mark their passage by punching their time card following the last letter they have written there, with the clip fixed for this purpose on a stake.

All CPs are not necessarily placed on the correct route. Entries in the time card that do not correspond to the correct itinerary are penalized (see article 11)

9.5 “TSR” or “ZR” Road Safety Tests

Road Safety Tests (T.S.R.) or (ZR) are arranged throughout the rally.

The TSRs are open for a period defined by the theoretical time of passage of the first crew and the time of passage of the last crew.

Each area of T.S.R. will have variable average speeds adapted to the configuration of the road.

In the Road Safety Tests, Road Safety Checks (CSR) are arranged and their location is known only to the organisers.

TSRs have multiple purposes:

- Control the strict respect of the highway code particularly the maximum speed of the participants,
- Reduce potential inconvenience to local residents,
- Avoid traffic disruption,
- Avoid large groups of participants (convoy)
- Streamline the circulation of crews.

Each crew must pass each C.S.R. within a time range proposed by the organizer from the start of the Road Safety Test zone, under penalty of a penalty per minute or, where applicable, per second (excessive slowness and excessive speed).

The C.S.R. are numbered from 1 to N, in ascending order of their kilometric positioning and throughout the stage.

These C.S.R points are kept secret and are not easily visible from the course.

9.6 The signs indicating the CH, CP or ZR

will always be located on the right side of the road.

The CH, CP, and ZR signs will be raised 30 minutes after the ideal time of passage of the last runner. In the case of a late passage after the closing time of any control, the penalty will correspond to the missing control concerned (cf. article 11).

9.7 Speed Controls

Speed checks may be organized all along the route, mainly when crossing towns, and at reputedly dangerous places mentioned in the itinerary book.

These checks may be carried out either by the Organisation, the FFVE observer, or by the police or the gendarmerie. Any breach found will result in exclusion (see article 12).

These controls will concern all categories.

Infringements noted by the police will not be borne by the Organization but by the verbalized crew.

ARTICLE 10: APPLICATION OF THE REGULATIONS AND RULES OF GOOD CONDUCT

10.1 By participating in the Rally, each participant accepts the terms of these rules and releases the organizing association and its members from any liability with regard to him and his property.

By virtue of their commitment, each participant is considered to adhere to these rules and agrees to comply with the decisions of the Organization. All cases not provided for in these rules will be decided by the Organization and will be without appeal.

NO COMPLAINTS WILL BE ADMITTED due to the friendly nature of the Rally.

The Organization reserves the right to make any modification to these regulations, to the program of the Rally as well as to cancel it in part or in whole if the circumstances so require.

10.2 BEHAVIOR

Any participant about to be overtaken must give way as soon as the profile of the road allows it.

Any unfriendly or dangerous behavior will be penalized by exclusion from the Rally.

No rudeness will be tolerated towards the members of the Organization, officials, controllers and other participants. Any participant intentionally blocking the passage of other participants will be excluded.

10.3 SUPPORT

We advise our participants to subscribe to a private assistance contract. The organization has no vehicles or mechanical assistance personnel.

A broom wagon from the Organization closes the course and may, depending on the circumstances, take charge of the crew whose car is immobilized.

ARTICLE 11: PENALTIES – CLASSIFICATIONS

The classification will only highlight the penalties collected on the course.

It will be established:

- a classification by stage for all categories based solely on penalties in the ZRs,
- a general classification in each Historic & GT category, all penalties included.

11.1 GENERAL CLASSIFICATION

The classification will be made by adding the penalty points obtained over the entire course (see below) in the ZR, CH and CP.

The crew with the lowest total points will be declared the winner.

In the event of a tie, the crews will be separated by first giving the advantage to the oldest vehicle, then if necessary, to the lowest engine capacity.

A special prize will be awarded to the crew ranked 1st in vehicles not equipped with electronics if there are at least 3 cars in this category.

11.2 SENIORITY - COEFFICIENT

The general classification will be established taking into account the year of the car.

A coefficient will be applied to the total penalties accumulated during the Rally:

- for a 1960 car: multiplier coefficient = penalties x 0.60
- for a 1995 car: multiplier coefficient = penalties x 0.95

11.3 PENALTIES

Expressed in points and in units of time, the penalties participate in the establishment of the classification and concern:

11.3.1. Route tracking:

CH (Time Control) missing, passed on the opposite route: 50 points

CP (Passage Control) missing or incorrect: 30 points

11.3.2. Compliance with the proposed Averages:

- Per minute of delay at an arrival CH: 0.5 point per minute with a maximum of 15 points
- Advance to an arrival TC is authorized.
- Advance / Delay at a TIP:
 - Per second AHEAD of his chosen average at a secret check (TSR): 2 points
 - Per second of DELAY on his chosen average at a secret control (TSR): 1 point.

- The maximum points awarded for a regularity test (TSR) carried out is 250 points.
 - Missing TSR: 500 points

11.3.3. For all Categories:

- Stage not completed: 2000 points
- ABSENCE of plates or numbers given at the start: 200 points
- ABSENCE of a logbook: 250 points added to the total points of the competitor ranked last in this stage.

ARTICLE 12 PENALTIES

In addition to the reasons stated above, the exclusion may be pronounced against a participant due to:

- ✘ Dangerous driving, serious violation of the Highway Code,
- ✘ Excessive speed noted,
- ✘ Unfriendly behavior towards the Organization, officials or other participants,
- ✘ Falsification of control documents,
- ✘ Failure to pay the entry fees,
- ✘ Non-compliance with administrative and technical checks.

Safety being the key point of the rally, don't forget that you are driving on roads normally open to traffic and governed by the Highway Code of the country crossed.

Your participation does not give you any priority vis-à-vis other road users.

ALSO, THE SINGLE ARRIVAL AT ANY POINT OF THE COURSE WITH AN ADVANCE GREATER THAN 20% OF THE AVERAGE CEILING AUTHORIZED FOR THE SECTOR CONCERNED WILL LEAD TO THE FOLLOWING PENALTIES WITHOUT APPEAL:

- ✓ 1st OFFENSE: WARNING.
- ✓ 2nd OFFENSE: IMMEDIATE EXCLUSION

Excluded participants must immediately remove the plates and numbers assigned, and will not be classified or compensated for the amount of their entry.

Furthermore, the Organization reserves the right to directly exclude any crew whose excessive advance manifestly reflects dangerous driving.

The Proposed Averages take various parameters into account. As there is no navigation at the Geneva Cannes Classic since the TSR (ZR) are chosen on courses where for the most part there is very little or no crossing, only the configuration (sinuosity, width, drop and quality of the surface) and the condition of the road are determining factors for the averages offered.

Three average slices are therefore proposed for each TSR.

- Average so-called high: between 44 and 48 Km/h
- Intermediate: between 39 and 43 Km/h
- Low: between 33 and 38 Km/h

The organizer reserves the right, depending on the age of the vehicle, to modify the average chosen by the competitor in the direction of lowering this average.

REMINDER :

Road Safety Tests generally do not exceed an average speed of 49.90 km/h; the speed must be reasonable and adapted to the configuration of the terrain.