

SPECIAL REGULATIONS

HISTORICAL REGULARITY RALLY

16th GENEVA CANNES CLASSIC

ARTICLE 1 : GENERAL

1.1 Organizer

The PEUGEOT HISTORIC ORGANIZATION Association, Association law of 1901 No. W741000830 affiliated to the French Federation of Vintage Vehicles (FFVE) under No. 1124 organizes from September 18 to 21, 2024 a Historical and Regular Tourist Rally called:

16th GENEVA CANNES CLASSIC.

This rally respects the FFVE Charter of Historic Rallies and has received approval from the FFVE under No. (on hold). It is not included in any calendar and does not count towards any challenge or trophy.

It was the subject of a declaration on the government platform for sporting events www.manifestationsportive.fr, in accordance with the regulations 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 Vintage Vehicles (F.I.V.A.). It is in no way a sporting event.

Its purpose is to enable collectors of vintage vehicles to run 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 so that each participant, whatever the age and engine capacity of their vehicle, can complete the route in good safety conditions.

It takes place on open roads, in compliance with the Highway Code, with the aim of not disturbing the movement of other road users or the peace and quiet of local residents. The departure of participants is staggered so as not to disrupt road traffic.

1.2 SECRETARIAT

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

1.3 RALLY MANAGERS

Administrative Organizer: PEUGEOT HISTORIC ORGANIZATION

Technical Organizer: PEUGEOT HISTORIC ORGANIZATION

Responsible for Participant Relations: Anja Loetscher (Munich)

Responsible for BLUNIK company rankings (Spain)

Course manager Jean-Claude PEUGEOT

Responsible for technical checks: Michel NAVILLE

Race director: Jean-Claude PEUGEOT EIDC FFSA license FFSA n° 178366

1.4 DESCRIPTION OF THE RALLY

This is a navigation rally and road safety tests with a secret route taking place on public roads of +/- 1,200 kilometers without any notion of speed.

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

1.5 ROAD CODE

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

Participants must be particularly vigilant when crossing towns or populated areas.

The Route Book will indicate narrow and dangerous areas, as well as built-up areas, limiting, where applicable, the speed to 30 km/h.

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

ARTICLE 2: PROGRESS OF THE RALLY

- ❖ Registrations : Registrations are received from October 26, 2023 until July 15, 2024 at midnight (postmark taken as proof).
- ❖ Reception and Checks: Administrative and technical checks will take place Wednesday September 18, 2024 from 10 a.m. to 11:30 a.m.:

Address of verifications: (to be specified later)

- ❖ Progress of the Event : The rally will take place in 4 stages divided into 7 sections and 20 sectors
 - Start of the rally: 09/18/2024 at 1:45 p.m. Location: GENEVA (CH)
 - Arrival : 09/21/2024 at 4:30 p.m. CANNES
 - 1st Stage : Wednesday September 18, 2024
Departure of the 1st car: 2:00 p.m. -- Location: GENEVA (CH)
Arrival of the 1st stage from 6:00 p.m.; COURMAYEUR (Italy)
 - 2nd Stage : Thursday September 19, 2024
Departure of the 1st car: 8:15 a.m.; Location: COURMAYEUR (Italy)
Arrival of the 2nd stage from 5:05 p.m.; Location: ARONA Lake Maggiore (Italy)
 - 3rd Stage : Friday September 20, 2024
Departure of the 1st car: 9:00 a.m.; Location: ARONA Lake Maggiore (Italy)
Arrival of the 3rd stage from 4:45 p.m.; Location: POLLENZO (Italy)
 - 4th Stage : Saturday September 21, 2024
Departure of the 1st car: 8:15 a.m.; Location: POLLENZO (Italy)
Arrival of the 4th stage from 4:30 p.m. CANNES

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

This is in no way a speed test.

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

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

Participants are responsible for their own supply of gasoline, oil and water. Refueling points will be mentioned on the journey log.

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 participants back on the correct route.

ARTICLE 3: VEHICLES AUTHORIZED TO PARTICIPATE

Are admitted to participate :

- Vintage vehicles over 30 years old as of December 31 of the current year,
- Vehicles 25 to 30 years old; all within the limit of 10% of the plateau,
- "Prestige & Sports category" vehicles 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. card is highly recommended, as it attests 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 higher, from the 34th car a waiting list will be created.

ARTICLE 4 : COMMITMENT

4.1 Requests for commitment, accompanied by the amount of the cost contribution, should be sent to:

Name of the Association: PEUGEOT HISTORIC ORGANIZATION

Address: 10, allée de la Marjolaine Annecy-le-Vieux

Postal Code: 74940 City: ANNECY

4.2 The maximum number of entrants is set at 33,

4.3 The closing date for registrations is Monday July 15, 2024 at midnight (postmark taken as proof),

4.4 Registration fees are set at €3,200 for a crew of two people,

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

The balance must be sent no later than July 9, 2024.

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 Participation in costs includes, for a crew of 2 people:

- The rally plates,
- Door numbers,
- Road books 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 lunchtime to Saturday evening,
- Accommodation for 4 nights including breakfast from Wednesday September 4 to Sunday morning September 18, 2024; 4* and 5* hotels,
- The closing meal on Saturday evening September 21, 2024 on private beach with open champagne bar,
- Luggage service

4.7 A regularly entered participant who does not start will be reimbursed as follows ☑ Package reported before June 1, 2024: 100% of the fees paid reimbursed

- Package reported between June 2 and July 9, 2024: 70% of rights paid refunded
- Package reported between July 10 and August 1, 2024: 40% of rights paid refunded
- Package reported after August 1, 2024: all rights paid will be retained.

Commitment checks can be cashed upon receipt of the commitment.

ARTICLE 5: ADMINISTRATIVE CONTROLS

They will ensure the correct identification of the vehicle and the correspondence with the registration file.

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

- Their driving license and that of their navigator if the latter is required to drive.
- Authorization from the vehicle owner if he is not on board
- Documents relating to the vehicle entered: 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 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 on the entry and its appearance, as well as the following safety points :

- Valid technical inspection sticker
- Condition of the tires: they must be in good condition, not of the "racing" type
- Brake fluid level and battery fixing

- Operation of lighting, indicators and windscreen wipers.
- Presence of a jack and a working spare wheel.
- Presence of a safety triangle.
- Presence of 2 fluorescent safety vests.
- Safety belts, if the anchor points have been provided by the manufacturer.
- A powder extinguisher of at least 1 kg (valid expiry date) correctly attached is mandatory.
- Noise may be controlled before departure, and must comply with 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 electronic measuring devices and averaging and/or distance calculations are authorized on board vehicles.

6.3 GENERAL VEHICLE EXAMINATION

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 judged by it to not conform to the spirit of the time and/or the Rally, non-compliant with the above regulations, non-compliant with technical or administrative standards, or deemed dangerous, undergoing restoration, or exhibiting excessively visible corrosion, and without compensation being claimed by the participant.

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

ARTICLE 7: PLATES, NUMBERS, ADVERTISING

- The Organization will provide each crew with two plates, one of which must be visibly affixed to the front of the vehicle, without hiding, even partially, the registration plate.
- The allocation of numbers and the order of departures are left to the discretion of the Organization.

The Organization reserves the right to display one or more advertisements on vehicles.

If this advertising is refused, the amount of the cost contribution will be doubled.

Participants can display any advertisements on their car, as long as they:

- are not of an offensive, political or religious 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 distort the historical character of the vehicle.

ARTICLE 8: INSURANCE

A liability insurance policy will be taken out by the Organizers guaranteeing the civil liability of the organization, as well as that of all 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 any material damage that may occur to his vehicle, this being in no way the responsibility of the Organization.

It is up to 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 up to them to take all measures to cover the driver and 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 logbook which they must have endorsed at the various controls. This control book will also be used to note the passage controls (CP) placed on the route (see article 9.2).
- The accuracy of registrations remains the sole responsibility of the participants.
- All annotations made in the control books must be made in a manner
- indelible.
- Any erasure or alteration of the notebook will result in a penalty.
- In the event of abandonment, the control log must be returned to the Organization.
- Each participant will receive, at the start of each stage, the details of the route, the mileage and the times proposed to complete it.
- Stage starts will be given at the discretion of the start controller so as not to disrupt traffic.

9.1 Time checks: "CH":

"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 red CH sign (compulsory stop).

The marshal gives the crew their departure time and gives them their time log and roadbook.

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

The commissioner aims and collects the control book in order to count the arriving cars.

Once the rating has been made, the vehicle must immediately leave the control zone.

9.2 Ideal Passage Time :

The words: "TIP: H-Mn-Sec" appear on the control books. They indicate the "ideal passage time" at this location on the route, taking into account the hourly average assessed by the Organizer. Their aim 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 clocking time is 11:30 a.m., they must clock in between 11:30:00 a.m. and 11:30:59 a.m. Scoring before or after this time slot is penalized (see article 11).

9.4 Passage controls: "CP"

The passage controls, scattered throughout the route, make it possible to verify that you are actually crossing the correct route.

They are of several types:

- **CP “letters”**, materialized by panels bearing letters (black on a white background)

the crew must write them down in the boxes of their logbook in the order in which they appear, in indelible pen and without erasures. An inscription in pencil, or erasable, or crossed out, is considered a missed CP.

- **CP “clamp”**, marked 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 wrote there, with the pliers fixed for this purpose on a stake.

Not all CPs are necessarily placed on the correct route. Entries on the time log that do not correspond to the correct route are penalized (see article 11)

9.5 “TSR” or “ZR” Road Safety Tests

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

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

Each area of T.S.R. will have variable average speeds adapted to the configuration of the road. In Road Safety Tests, Road Safety Controls (CSR) are arranged and their location is known only to the organizers.

TSRs have multiple purposes :

- Check strict compliance with the highway code, particularly the maximum speed of participants,
- Reduce potential inconvenience to local residents,
- Avoid traffic disruption,
- Avoid large groupings 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 departure of the Road Safety Test zone, under penalty of 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 kilometer position and throughout the stage.

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

9.6 Signs indicating 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 crossing time of the last departure.

In the case of a late entry after the closing time of any control, the penalty will correspond to the missing control concerned (see article 11).

9.7 Speed Controls

Speed checks may be organized throughout the route, mainly when crossing towns, and at places deemed dangerous mentioned in the itinerary.

These checks can be carried out both by the Organization, the FFVE observer, and by the police or gendarmerie. Any infringement noted will result in exclusion (see article 12).

These checks will concern all categories.

The offenses noted by the police will not be borne by the Organization but by the crew fined.

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

10.1 By virtue of their commitment to the Rally, each participant accepts the terms of these regulations and releases the organizing association as well as its members from any liability with regard to them and their property.

Due to their commitment, each participant is considered to be a member of these regulations and agrees to comply with the decisions of the Organization. All cases not provided for in these regulations will be decided by the Organization and will be final.

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 Rally program as well as to cancel it in part or in whole if circumstances so require.

10.2 BEHAVIOR

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

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

No rudeness will be tolerated towards 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 does not have vehicles or mechanical support personnel.

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

ARTICLE 11: PENALTIES – CLASSIFICATIONS

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

It will be established:

- a classification per stage for all categories based solely on penalties in the ZR,
- a general classification in each Historic & GT category, all penalties combined.

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 decided 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 1st ranked crew of non-electronically equipped vehicles 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 time units, the penalties contribute to the establishment of the ranking and concern:

11.3.1. Follow the route:

- CH (Time Control) missing, passed in reverse of the route: 50 points
- CP (Passage Control) missing or incorrect: 30 points

11.3.2. Respect of the proposed Times & Averages:

11.3.2.1 : CH Per minute of Delay at an arrival CH: 1 point per minute with a maximum of 30 points

Advancement to one finishing CH is authorized for each end of half-stage and end of stage.

11.3.2.2: ZR Lead / Delay :

- Per second ADVANCE over its chosen average during a secret test (TSR): -10 points
- Per second of DELAY on its chosen average in a secret control (TSR): 10 points.
- The maximum points awarded for a regularity test (TSR) carried out is 500 points.

Missing TSR: 800 points

11.3.3. For all Categories :

- Step not completed: accumulation of CP penalties; CH; ZR
- ABSENCE of plates or numbers given at the start: 200 points
- ABSENCE of logbook: 250 points added to the total points of the competitor ranked last in this stage.

ARTICLE 12 SANCTIONS

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

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

Safety being the crucial point of the rally, do not forget that you are traveling on roads normally open to traffic and governed by the Highway Code of the country crossed.

Your participation does not give you any priority over other road users.

ALSO, THE SIMPLE ARRIVAL AT ANY POINT OF THE COURSE WITH AN ADVANCE GREATER THAN 20% OF THE AVERAGE CEILING AUTHORIZED FOR THE SECTOR CONCERNED, WILL RESULT IN

THE FOLLOWING SANCTIONS AND WITHOUT APPEAL:

- 1ST OFFENSE : WARNING.
- 2nd OFFENSE : IMMEDIATE EXCLUSION

Excluded participants must immediately remove the assigned plates and numbers, and will neither be classified nor compensated for the amount of their entry.

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

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

Three average bands are therefore proposed for each TSR.

- So-called high average: between 44 and 49 km/h
- Intermediate: between 39 and 43 km/h
- Low: between 33 and 38 km/h

The organizer will therefore propose, depending on different parameters all linked to safety on the course, a choice of 4 averages included in the three brackets.

- Example A : 1 average (Low Slice); 2 averages (Inter bracket); 1 medium (high slice)
- Example B : 2 averages (lower slice); 2 averages (inter range) in the event of a difficult course

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 :

The Road Safety Tests do not under any circumstances exceed an average speed of 49.90 km/h, the speed must be reasonable and adapted to the configuration of the terrain.