



## 26e RALLYE MONTE-CARLO HISTORIQUE

*from Wednesday, January 31, to Wednesday, February 7, 2024*

### PRE - REGULATIONS

This rally, placed under the High Patronage of Their Serene Highnesses The Prince and The Princess of Monaco, organised by the Automobile Club de Monaco, under the care of the Fédération Internationale de l'Automobile (FIA), of ASN members of the FIA and particularly the assistance of ACI (Italy), the AVD (Germany), FFSA (France) et la MSA (United Kingdom) is registered on the FIA events calendar.

This FIA historical regularity rally, reserved for historic vehicles, upon invitation, is named:

#### "26<sup>e</sup> RALLYE MONTE-CARLO HISTORIQUE"

It will be run in compliance with the FIA International Sporting Code and its Appendix K and the FIA standard supplementary regulation for historic regularity rally (available on its website [www.fia.com](http://www.fia.com)) and the provisions of the supplementary regulations and its appendix.

#### 1 - PROGRAMME

FRIDAY, AUGUST 4, 2023 :	Entry opening date
FRIDAY, OCTOBER 6, 2023:	Publication of the Supplementary Regulations
MONDAY, NOVEMBER 6, 2023:	Entry closing date (end of reception date for complete and paid entries)
MONDAY, NOVEMBER 13, 2023:	Confirmation of selected cars
MONDAY, DECEMBER 4, 2023:	Entry closing date for team registration
WENESDAY, JANUARY 31, 2024:	Administrative checks and scrutineering with distribution of rally plates and official documents to competitors starting from Bad Homburg, Glasgow, Milan and Rheims. Entrance of the cars in the Parc Fermé.

Start of the Concentration Leg from **Glasgow** to Monaco

THURSDAY, FEBRUARY 1, 2024:	Administrative checks and scrutineering with distribution of plates and official documents to competitors starting from Bad Homburg, Milan and Rheims. Entrance of the cars in the Parc Fermé.
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Start of the Concentration Leg from **Bad Homburg** to Monaco.

Start of the Concentration Leg from **Rheims** to Monaco.

Start of the Concentration Leg from **Milan** to Monaco.



### **FRIDAY, FEBRUARY 2, 2024:**

**GLASGOW** itinerary  
Calais Time Control

**REIMS** itinerary  
Epernay Time Control  
Vitry-le-François Time Control  
Bar-sur-Aube Time Control

**GLASGOW, REIMS and BAD HOMBOURG** itinerary  
Langres Time Control  
Bourgoin-Jallieu Time Control

**MILAN** itinerary  
Gap Time Control

**GLASGOW, REIMS, BAD HOMBOURG and MILAN** itinerary  
Saint-André-les-Alpes Time Control  
Monte-Carlo Beach Time Control  
Monaco Time Control

**As from 19 h 00**

**Buffet at the Fairmont Hotel**

### **SATURDAY, FEBRUARY 3, 2024:**

### **CLASSIFICATION LEG "MONACO – VALENCE"** **(471 km)** **Including 4 Regularity Stages**

As from 07 h 00  
As from 09 h 50  
As from 11 h 05  
As from 11 h 55  
As from 13 h 15  
As from 15 h 45  
As from 16 h 35  
As from 17 h 35

MONACO Time Control (Quai Albert Ier)  
SR1 : Soleilhas / Castellane  
SR2 : Chaudon-Norante / Digne-les-Bains  
Digne-les-Bains Time Control  
SR3 : Ventavon / Chabestan  
SR4 : La Cîme du Mas / Col Gaudissart  
Saint-Jean-en-Royans Time Control  
VALENCE Time Control (Champ de Mars) - Compulsory secured park

### **SUNDAY, FEBRUARY 4, 2024:**

### **COMMON LEG PART 1 "VALENCE – VALENCE"** **(310 km)** **Including 4 Regularity Stages**

As from 08 h 00  
As from 09 h 10  
As from 09 h 20  
As from 10 h 40  
As from 12 h 10  
As from 12 h 45  
As from 13 h 45  
As from 15 h 30  
As from 16 h 20

VALENCE Time Control (Champ de Mars)  
Privas Time Control  
SR5 : Lyas / Pourchères  
SR6 : Freyssenet / Saint-Martial  
Contrôle Horaire de Saint-Agrève  
SR7 : Saint-Bonnet-le-Froid / Saint-Bonnet-le-Froid  
SR8 : Lalouvesc / Labatie-d'Andaure  
Tournon-sur-Rhône Time Control  
VALENCE Time Control (Champ de Mars) - Compulsory secured park



**MONDAY, FEBRUARY 5, 2024:**

**COMMON LEG PART 2 "VALENCE – VALENCE"**

**(367 km)**

**Including 4 Regularity Stages**

As from 08 h 00  
As from 10 h 10  
As from 11 h 25  
As from 12 h 40  
As from 13 h 15  
As from 14 h 40  
As from 15 h 55  
As from 16 h 50

VALENCE TIME CONTROL (Champ de Mars)  
SR9 : Valdrôme / La Pierre  
SR10 : Laborel / Montauban-sur-l'Ouvèze  
Buis-les-Baronnies TIME CONTROL  
SR11 : Sainte-Jalle / Rémuzat  
SR12 : Recoubeau-Jansac / Pennes-le-Sec  
Crest TIME CONTROL  
VALENCE TIME CONTROL (Champ de Mars) - Compulsory secured park

**TUESDAY, FEBRUARY 6, 2024:**

**COMMON LEG PART 3 "VALENCE – VALENCE"**

**(422 km)**

**Including 3 Regularity Stages**

As from 07 h 00  
As from 08 h 35  
As from 09 h 50  
As from 12 h 15  
As from 13 h 35  
As from 15 h 55  
As from 16 h 00

VALENCE Time Control (Champ de Mars)  
SR13 : Saint-Nazaire-le-Désert / La Motte-Chalancon  
SR14 : Roussieux / Laborel  
Saint-André-les-Alpes Time Control  
SR15 : Collongues / Col de Saint-Raphaël  
Monaco – Darse Sud Time Control  
MONACO Time Control (Quai Albert Ier)

**As from 19 h 00**

**Buffet offered by ACM - Quai Albert 1<sup>er</sup>**

**FINAL LEG "MONACO - MONACO"**

**(119 km)**

**Including 2 Regularity Stages**

As from 21 h 00  
As from 22 h 15  
As from 23 h 20

MONACO Time Control (Quai Albert Ier)  
SR16 : Sospel / Col de Turini  
SR17 : La Cabanette / Col de Braus

**WEDNESDAY, FEBRUARY 7, 2024**

**As from 01h00  
At 12h30**

**Time Control of MONACO (Quai Albert I<sup>er</sup>)  
Publication of the final ranking at the Rally  
permanence , 23 Boulevard Albert 1er**

**At 20h30**

**Prize Giving Gala Dinner – Sporting Monte-Carlo -  
Black tie (Dinner Jacket compulsory)**

**Itineraries, distances and times may be subject to change.**



## 2 - ELIGIBLE CARS

Eligible cars similar to a model which took part in the Monte-Carlo Rally up to the 51th edition of January 1983 holding either:

- an FIA Historic Technical Passport (H.T.P.),
- or an FIA historic regularity rally car pass (H.R.C.P.),
- or a FIVA identity card,
- or a National identity card.

The cars will be divided into the following categories:

I - vehicles built before 31/12/1965

II - vehicles built between 01/01/1966 and 31/12/1971

III - vehicles built between 01/01/1972 and 31/12/1976

IV - vehicles built between 01/01/1977 and 31/12/1982/12/1982

### THEORETICAL CHOICE OF AVERAGE SPEEDS

CATEGORIES	CUBIC CAPACITY	AVERAGE SPEED
<i>Before 1965</i>	<i>All cubic capacities</i>	<i>Low High</i>
<i>Between 1966 and 1976</i>	<i>&lt; 1300 cc</i>	
<i>Between 1966 and 1976</i>	<i>&gt; 1300 cc</i>	<i>High</i>
<i>Between 1977 and 1982</i>	<i>All cubic capacities</i>	<i>High</i>

The eligible cars will be selected by the Organiser who has sole right to accept or to refuse the entry, without justifying any reason.

## 3 - ELIGIBLE CREWS

Any crew must be composed of one driver and a co-driver minimum, maximum two, each of them holding a valid driving licence.

All crew members must:

- hold any type of Drivers' competition or regularity licence, grade D, D/H or R minimum or a IT LSC valid for 2024 issued by an NSA member of FIA;
- or obtain an international grade Limited-Speed Competition (IT LSC) licence for Regularity Rallies issued by the Automobile Club de Monaco valid for the duration of the competition. It will be handed over at the administrative checks in the starting city. It will be subject to the payment of a fee of 80 €. **This sum must be paid with the entry fee and will not be refunded in case of withdrawal or change.**



#### Team entry:

To participate in the team classification, teams may be entered up to December 4, 2023. Each car can only be entered in one team. A team must be made up of a minimum of 5 crews, maximum 10, and can enter under a freely chosen name.

## 4 - ENTRY FEES

The amount of the entry fee is 5,200 € for a crew consisting of 2 persons.

The fees will be cashed at reception of the entry registration. In case of cancellation before December 31, 2023, 20 % of the entry fee will be kept by the Organisation. Past that date, these fees will not be refunded.

These entry fees include:

- 2 Rally plates and 1 « ASSISTANCE » plate (43x21 cm),
- 2 Competition numbers, black on white background (50 x 35 cm)
- Souvenirs and the movie of the event,
- **An envelope to store electronic equipment prohibited during the SR.**
- Accommodation for the night of Friday, February 2, 2024 at the Fairmont Hôtel, Monte-Carlo, as well as the Welcome Buffet,
- Buffet in Monaco, on Tuesday, February 6, 2024, on Quai Albert Ier (+ 2 access for the service)
- Accommodation for 2 nights stay in a double room: Tuesday February 6 and Wednesday February 7, 2024, in a luxury hotel of Monaco, including breakfast for 2 persons served in the dining room
- 2 tickets for the Prize-giving Gala Dinner, on Wednesday February 7, 2024, at the Salle des Etoiles of the Sporting Monte-Carlo (black tie and dinner jackets).
- The insurance premium covering the competitor's third-party liability, as defined in article 8 of the supplementary regulation.

## 5 - STARTING TOWNS

At the time of entry, the competitor must give his or her preferred choice between the following cities: Bad Homburg (Germany), Glasgow (UK), Milan (Italy) and Reims (France).

The departure city will be allocated according to availability and the date of arrival of complete applications.

## 6 - STARTING ORDER - RACE NUMBERS

All starts will be done minute by minute except during the Final Leg when they will be given at 30 seconds intervals.

Starts will take place according to the 2 average speed: High and Low which implies that competitors who have chosen the High average Speed will be awarded smaller numbers.

Cars will start in the increasing order of their competitors' numbers until the end of the Concentration and Classification legs. After the Classification leg, the start of Common 1, 2, 3 and the Final legs will be given in the order of results for each average speed established after the first 2 SR (excluding road penalties).



## 7 - TRAFFIC - TYRES

For the entire duration of the Rally, the crews must strictly observe the traffic laws of the countries crossed. Any crew not complying with these traffic laws will be penalised as follows:

- 1) 1st and 2nd infringement = penalty decided by the stewards
- 2) 3<sup>rd</sup> infringement = possible disqualification from race

**In the Special Regularity Events, the Organiser may declare the crossing of sensitive areas (villages, localities, inhabited areas, etc.) as zones with speed limits Beginning of Zone (DZ)- End of Zone ( FZ). In these DZ-FZ zones, the maximum authorised speed will be limited to 30 km/h regardless of the speed limit in force under the Highway Code. In addition, any excess speed of 40 km/h or more (400 points) may result in immediate disqualification. The end of the speed limit control zones is indicated on the Tripy system screen. NB: Switching off the Tripy beeper does not mean the end of the DZ-FZ zone.**

In the Link Sections, the Organiser may also declare a DZ-FZ (30 km/h) speed limit zone certain crossings of sensitive areas.

Only tyres conforming to the road use of the countries crossed, bearing the indication "DOT" or "E" stamped on their flanks, are permitted.

All competing cars and their support vehicles must be equipped in accordance with the laws and regulations in force at the time of the Event, and, in particular for France with the Loi Montagne II (Mountain Law II).

The use of studded tyres is authorised depending on road conditions (snow, black ice, etc.) and in compliance with the Highway Code of the countries crossed.

## 8 - ASSISTANCE

Repairs and refuelling are allowed at any time throughout the Rally, except in those cases expressly forbidden by a provision in the regulations (see art. 21 End of Leg Park). Breakdown services on the Rally Road will be done at competitors cost or by their own insurance.

**No support vehicles may enter the regularity stage areas, in either direction during the rally until the last competitor has passed through, under pain of 10.000 penalty points against the crew that benefits from that assistance.**

The opening cars will not be allowed to drive on Regularity Stages (S.R) beginning H-120' prior to the theoretical starting time of the first competitor.

## 9 - ADVERTISING

The Advertising provisions specified in Article 2.1.9 of the FIA International Sporting Code's Appendix K must be respected.

Advertising on Series Production Road Cars is authorised on both sides of the bodywork below the level of the windows but behind the center line of the front wheels and in front of the center line of the rear wheels. Advertising on the front and rear and the remainder of the car sides is restricted to a total area of 1400 cm<sup>2</sup>. 1 x front and 1 x each side spaces, of not more than 700 cm<sup>2</sup>, each, adjacent to the competition numbers, may be reserved for the competition Organizer's advertising, the use of which



the competitor may not refuse. Advertising above and below the competition number other than that of the Organizer may be placed adjacent to but not touching the number background.

On the Monegasque territory there is no restriction on alcohol and tobacco advertising. Advertising for alcoholic beverages and tobacco are forbidden in France. These laws apply to competing cars, service cars, team equipment and clothes.

The crew name may appear only once on each side of the car, on an area not exceeding 10 x 40 cm. A club- recognised insignia may be shown on each side of the car, its dimensions not exceeding 10 x 10 cm (Plan included in Appendix II).

All non-current advertising, with the exception of the model's period livery, must be removed.

## 10 - ROAD BOOK

Similar to the early Monte-Carlo Rallies, in order to promote navigation, only the detailed itinerary will be published. **The itinerary and the regularity layout, in the form of road maps, will be available starting December 4, 2023 on the website of the ACM: [www.acm.mc](http://www.acm.mc) (NO ROADBOOK WILL BE RECOGNIZED BY THE AUTOMOBILE CLUB DE MONACO).**

## 11- PASSAGE CONTROLS - TIME CONTROLS

### A) - PASSAGE CONTROLS

The Marshals in charge of these controls must simply stamp and/or sign the time card without mentioning the time of passage as soon as the card is handed in by the crew. The lack of an entry at a Passage Control will entail a fixed penalty of 10,000 points (cf. art. 17.3). The Organizer may establish secret Passage Controls on the itinerary, at his discretion.

### B) - TIME CONTROLS

At these controls, the post marshals enter the time at which a crew member hands the time-card. The crew may wait for its target time in front of the yellow sign. The target check-in time is the time obtained by adding the time allowed to complete the road section to the starting time. The crew does not incur any penalty for early arrival:

- during the Concentration leg, the Classification and

Common legs, if the vehicle enters the control zone during the target check-in minute or the minute preceding it, - during the Final leg, if the vehicle enters the control zone during the target check-in minute or the half-minute preceding it.

The target check-in time is the sole responsibility of the crew, who may consult the official clock on the control table. The post marshals cannot give them any information on this target check-in time.

Any difference between the actual check-in time and the target check-in time is penalised as follows:

a) for late arrival : 100 pts per minute or fraction of a minute with a maximum of 10,000 pts (half penalties during the concentration leg).

b) for early arrival : 600 pts per minute or fraction of a minute, with a maximum of 10,000 pts.

c) lack of entry at a Time Control, or arrival outside the maximum authorised delay of 30 minutes will entail a fixed penalty of 10,000 points.

## 12 - WITHDRAWAL - RE-ENTRY TO RALLY

If a crew interrupts the Rally, by leaving the set route and misses a control, they may be readmitted to the event provided he informs the Race Control by phone +377 97 70 09 00 or / and by email at



[historique@acm.mc](mailto:historique@acm.mc) within the hour following his expected time at this control, of his intention to continue the event. In addition, the vehicle must be present in the Parc Fermé at the end of the stage no later than 30 minutes after the theoretical check-in time of the last competitor.

If either of these two conditions is not met, the crew will be excluded from the Rally and will not be able to continue the Rally. However, they will still have access to their invitations in Monte-Carlo (hotels, welcome- buffet, gala dinner) and the gifts will remain available to them.

**To be classified at the end of the Rally, crews must have completed at least half of the regularity tests run.**

## 13 - REGULARITY TEST SECTIONS

The Regularity Stage are held on roads open to the public traffic. They must be covered at an average speed, imposed by the Organizers, different for every stage always lower than 50 km/h.

### TIME KEEPING

In every stage, the organizer can plan intermediate time keeping points, at his discretion and in any place of the Regularity Test. There must be a minimum of one secret time check on each Regularity Stage section. Nevertheless no time check will be done during the first kilometer of the stage, as well as in villages, from the traffic sign "village entry" until minimum two (2.00) kilometre distance after the "end of village" traffic sign. The Regularity Stages will have to be accomplished without stopping or slowing down in an excessive way, under risk of penalties which can go as far as disqualification from the race.

The search, research, or any action aiming to locate the secret timings points, as well as transmission of this information, will be considered as an unsportsmanlike behaviour and will involve the immediate disqualification of the race for the competitor having benefited.

**Exceeding the imposed average speed calculated between the start and any point of time keeping by more than 20% will entail a 30,000 points penalty and the disqualification of the race in case of repeat offense, after notification of the 1st infringement.**

## 14 - MEASURE MATERIALS

**The use of any GPS recalibration system is strictly prohibited under penalty of disqualification.**

**Only two instruments with electronic displays are allowed inside the vehicle (GPS, stopwatch, trip meter, etc.), including repeaters.**

Devices with mechanical displays for measurement (trip meter and stopwatch) are allowed without restriction.

Tablets, smartphones and connected watches are forbidden for use in the SR and must be placed in a sealed envelope supplied by the Organization and placed at the rear of the vehicle.

A non-exhaustive list of authorized equipment is attached in Appendix VIII of the Supplementary Regulation of the event.

Any equipment not listed in the Annexe VIII must be submitted in writing ([historique@acm.mc](mailto:historique@acm.mc)) to the Organizing Committee for approval at the time of registration.

Unannounced checks will be carried out at the start and finish (stop points) of the SR. Any infringement will be reported to the Stewards.

Cars must be in this configuration through the rally.



No outdoor antenna will be allowed unless originally fitted to the car.

## 15 - ON-BOARD CAMERAS

The Organizer may install cameras inside the cockpit of certain cars for use in sporting Purposes, upon request from the Race Direction or the Stewards.

The Organiser also reserves the right to use the images recorded by the on-board cameras belonging to the crews, installed by their own means on board the cars for promotional purposes and to broadcast them without the prior agreement of the crews on social networks, websites or any other means chosen by the Organiser.

## 16 - SCRUTINEERING BEFORE THE START

Any crew taking part in the Rally must attend the planned the administrative and scrutineering in accordance with the Rally timetable. The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

The following original papers must be presented at the administrative checks:

- driving licence for normal road use for each member of the crew,
- Any type of Drivers `competition or regularity licence, grade D, D/H , R minimum or IT LSC valid for 2024 for each member of the crew,
- the vehicle's official documents as required by the national laws of the country in which the car is registered, (registration card...),
- car insurance certificate (International green card),
- a FIA Historic Technical Passport or a FIA Historic Regularity Car Pass or a FIVA Identity or National Card

The organization may refuse the start to any car not having the characteristics mentioned in the entry form.

**The Organizers may refuse the start to any car that is different from the one mentioned on the entry form.** In this case the organisation will keep the full entry fee. Any change of car or crew, for whatever reason, must be accepted by the Organizers.

### IMPORTANT

**It should be noted that details of this draft, and, in particular the choice of the regularity test sections, are subject to changes.**



FOR ANY FURTHER INFORMATION, PLEASE CONTACT:

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## **ANNEXE VIII / APPENDIX VIII**

(of the Supplementary Regulations of the event)

LISTE NON EXHAUSTIVE DES APPAREILS DE MESURE AUTORISES  
NON-EXHAUSTIVE LIST OF AUTHORIZED MEASURING EQUIPMENT

### **ATB**

VH Trip / Cadenceur / La Solution / E Trip

### **Blunik**

I / II / II+ / Trip

### **Brantz**

tables de moyennes / Retrotrip / 1 Pro / 2 Pro / 2 "S" Pro / 2 "S" Pro + / 3 Pro \* Timer /  
Laser 3 / Master 3

### **Chronopist**

Rally Pack 2 (télécommande ou extension Telepack GPS interdite !)

### **Crisartech**

avec Recallage GPS verouillé

### **Monit Rally**

Q10 / Q20 / G100 / G200

### **Regularity Master**

Waytec / Reguleco / Regulmaster (sans télécommande ou module gps !)

Halda / Tripy II / Coralba

Mini / Rally / Giant

### **Terratrip + equivalents Belmog**

101 / 202 / 303





# RALLYE MONTE-CARLO HISTORIQUE

## VOITURES ELIGIBLES / ELIGIBLE CARS

**Modèles engagés dans un Rallye Monte-Carlo depuis l'origine, jusqu'en janvier 1983 /**

***Types entered in a Rallye Monte-Carlo from the beginning until January 1983***

*(liste non exhaustive / non exhaustive list)*



ABARTH : 750 \ 1000 \ 850TC \ 1000TC  
A.C. : Ace \ Aceca \ Bristol  
ALFA-ROMEO : 1900 - TI - Super - coupéSS - SZ \ Giulietta - TI - Sprint - Spider - SZ \ Giulia Super - TI - TISuper - GT - GTV - GTA - GTAM \ 1300GT \ 1750 - GT - Spider \ 2000 - GTV \ Alfasud TI \ Alfasud Sprint \ AlfettaGT - GTV - GTV6  
ALLARD : P2  
ALPINE : A106 \ A108  
ALPINE-RENAULT : A110 - Bulgaralpine \ A310 - V6  
ALVIS : 3L  
ARMSTRONG-SIDDELEY : Sapphire  
ASTON-MARTIN : DB2 \ DB2/4 \ DBMkIII \ DB4  
AUDI : 70 \ Super90 \ 100S \ 80 - S - GT - GTE \ Quattro  
AUSTIN : A30 \ A50 \ A90 \ A35 \ A95 \ A105 \ A99 \ A110 \ Taxi (→ 1961) \ A40 \ 1100Mk1 \ 1800 - S \ Maxi \ Mini - Cooper - CooperS (→ 1973)  
AUSTIN-HEALEY : Sprite - Sebring \ 100/6 \ 3000  
AUTHI : Mini 1275 (→ 1973)  
AUTOBIANCHI : Primula \ A111 \ A112 - Abarth  
AUTO-UNION / DKW : 900.3=6 \ 1000 - S - coupé \ Junior \ F12  
BERKELEY : B90  
BMW : 501 \ 502 \ 503 \ 700 - S \ 1500 \ 1800 - TI \ 2000 - TI \ 1600 - TI - 2 \ 2002 - TI - TII - Touring -Turbo \ 2500 \ 2800 - CS \ 320 - 320i \ 323i \ 635CSi  
BOND : Equipe  
BORGWARD : Isabella - TS  
BRISSONNEAU-LOTZ : 4CV  
BRISTOL : 403 \ 405  
CHEVROLET : Impala (→ 1966) \ Camaro(→ 1973)  
CITROEN : 11B \ 15/6 \ ID - DS19 \ 2CV (→ 1959) \ Ami6 \ DS21 - 23 \ SM \ GS - X3 \ Dyane6 \ CX  
GTI \ Visa -Super - Trophée - Chrono  
DAF : Daffodil \ 44 \ 55 \ 66  
DAIHATSU : Charade  
DAIMLER : Conquest \ Century \ Consort  
DATSUN: (voir Nissan)  
DB PANHARD : CoachHBR5  
DENZEL : 1300  
DE TOMASO : Pantera  
FACEL VEGA : Facellia



FAIRTHORPE : Electron  
FERRARI : 250GTBoano \ 275GTB \ 308GTB  
FIAT : 1100 - TV (→ 1960) \ 1400 \ 1900 \ 500 (→ 1965) \ 600 \ 1200 \ 1300 \ 1500 \ 1800 \ 2100 \ 2300S \ 850 - S - coupe - Bertone \ 124 - S - coupé - spider (→ 1972) \ Murat 124 \ 125 - S \ 128 - rally - coupé \ 126 \ 127 - Sport \ X1/9 \ 124spiderAbarth \ 131 Abarth - Racing \ Ritmo 60 - 75 - 105TC - Abarth \ Panda  
FORD : Thunderbird (→ 1957) \ Prefect \ Anglia - Allardette \ Consul \ Versailles \ Zéphyr \ Zodiac \ Mercury \ Crestline \ Customline \ ComèteMC \ Fairlane \ Falcon Sprint \ Cortina - GT - Lotus \ Corsair - 2000E \ Mustang (→ 1969) \ Taunus - MTS - M - GT (→ 1971) \ Escort TC - GT - Mexico - XR3 \ Capri - GT - RS \ EscortRS - 1600i \ Fiesta 1300 - 1600  
F.S.O : Syrena  
GLAS : 1004S \ 1204TS \ 1300GT  
GOLIATH / HANSA : GP700 \ 1100  
HILLMAN : Minx \ Imp \ Avenger  
HONDA : Civic  
HUMBER : Hawk \ SuperSnipe  
INNOCENTI : MiniCooper \ Mini Bertone  
ISUZU : Gemini  
JAGUAR : XK120 \ MkVII - M \ XK140 \ 2.4 \ 3.4 \ XK150 \ MkII \ E3.8 - 4.2  
JOWETT : Javelin  
LADA : 1300 \ 1500S  
LANCIA : Aurélia \ B20GT \ Flaminia coupé - Zag. \ Flavia1800 - coupé - Z. \ Fulvia2C \ Fulvia coupé (→ 1972) \ Fulvia HF - Z. \ Stratos \ Beta coupé - Monte Carlo - HPE \ 037  
LLOYD : Alexander \ Arabella  
LOTUS : Elite \ Elan  
MATRA : Djet \ 530 \ Murena  
MAZDA : 1200 \ RX2 \ RX7 \ 323 \ 818  
MERCEDES : 180 \ 190 - SL \ 220 - S - SE - SEB \ 230 \ 230SL / 300SL \ 350SL \ 300SE \ 250CE \ 280 E - CE  
MG : Magnette \ A - coupé \ Midget \ 1100 \ B \ C GT  
MITSUBISHI : Colt \ Lancer Turbo  
MORGAN : +4 \ 4-4 (→ 1964) \ +8  
MORRIS : Oxford \ Minor \ 1100Mk1 \ 1300GT \ Mini - Cooper - Cooper S (→ 1973)  
MOSKVITCH : 403 \ 408  
NECKAR : 1500  
NISSAN : Bluebird1300 - 1600 - SSS - RS Turbo \ 2000 \ Sunny \ 240Z \ Cherry \ Violet - 160J \ Pulsar - coupé \ Langley \ 240RS \ Silvia  
NSU : Prinz - IV - sport - spider \ 1000 - TT - TTS \ 1200TT  
OLDSMOBILE : 88cabriolet (→ 1955)  
OPEL : Olympia \ Rekord - Sprint \ Kapitän \ Kadett A - B - coupé - D 1300S \ Commodore - GS - GSE \ GT \ KadettB Rallye \ MantaA 1600 - 1900 \ MantaB GTE \ AsconaA 1600 - 1900 \ AsconaB 2000 - 400 \ KadettC GTE  
PANHARD : DynaX \ Junior \ DynaZ \ PL17  
PANTHER : Lima  
PEUGEOT : 104ZS \ 203 \ 204 - coupé \ 304 \ 403 \ 404 \ 504 TI - coupé V6 \ 505 SRD - STI \ 604  
PLYMOUTH : Valiant \ Barracuda (→ 1967)  
POLSKI FIAT : 125P \ Polonez  
PORSCHE : 356coupé - speedster - A - B - C - Carrera - 2 \ 904GTS \ 912 - Targa \ 911coupé - T - S - L - E - Turbo - SC \ 914/6 \ 911Carrera - RS \ 924 - Turbo - CarreraGTS  
RELIANT : Sabre \ Kitten



RENAULT : 4CV \ Frégate \ Dauphine - Ondine - Gordini - 1093 \ Caravelle \ 4L (→ 1966) \ 8 - S - Gordini \  
12 Gordini \ 16 - TS \ 17 Gordini \ 5LS - 5TS - 5 Alpine – 5 AlpineTurbo - 5 Turbo \ 30TS \ 18 Turbo  
RENE BONNET : Missile \ Djet  
RILEY : 1.5 \ Pathfinder  
ROVER : 90 \ 105S \ 3L \ 2000  
SAAB : 92 \ 93 \ 95break \ 96 - S - V4 \ Sonett \ 99EMS  
SALMSON : 2300S  
SEAT : 1400 \ 600 \ 127 \ 124 - coupé 1600 - 1430 – S – 2000 \ Ritmo75  
SIATA : 1100  
SIMCA : Aronde - coupé \ P60 \ 1000 \ 1500 \ 1200S \ 1100 - S - TI \ 1000Rallye - 1 - 2 - 3 \ Horizon  
SINGER : Gazelle \ Vogue \ Chamoix  
SKODA : 440 \ Octavia \ 1000 - 1100 MB \ 110 L \ 130RS  
STANDARD : Eight \ Ten - Super \ Ensign \ Vanguard  
STUDEBAKER : Commander  
STEYR-PUCH : 650TR  
SUBARU : Leone 1400 (→ 1976) - 1800  
SUNBEAM : Talbot - MkIII \ Rapier (→ 1966) \ Alpine \ Imp \ Tiger \ Stiletto  
TALBOT : Sunbeam TI – Lotus \ Samba GLS - Rallye  
TOYOTA : 1600GT \ 1900GS \ Corolla \ Celica \ Starlet  
TRABANT : 601  
TRIUMPH : TR2 \ TR3 - A \ Hérald - coupé \ TR4 \ Vitesse \ 2500PI \ Spitfire (→ 1965) \ GT6 \ 2000 \  
TR5 \ Dolomite Sprint  
TVR : Grantura  
VAUXHALL : Velox \ Cresta \ Victor \ Vx4/90 \ Viva \ Chevette  
VESPA : 400  
VOLGA : M21m  
VOLKSWAGEN : 1200 - 1300 \ coupé Karmann \ 1500 - S \ 1600 \ 411 \ 914/4 \ 1302S - 1303S \ Golf  
- GTI \ Scirocco 1600  
VOLVO : PV444 - 544 - S \ Série 120 \ P1800S \ 142S \ 164 \ 242 - GT \ 343  
WARTBURG/AWE : IFA F9 \ 311 \ 353  
WOLSELEY : 6/90 \ 15/50 \ 6/99  
ZASTAVA : 1100



BE OUR GUESTS

Bad Homburg



www.ullehret.de

## WELCOME

After arriving in Bad Homburg you will enjoy your time in a city with rich history, beautiful parks, modern shopping facilities and a famous casino. All rallye teams are cordially invited by the Lord mayor to a greeting in the casino.

### Special offer for the rallye participants in January 2024:

Accommodation for a special price, rates are guaranteed till December 27th, 2023 (subject to availability).

#### 4-star Superior Hotel „Maritim“

€ 124.00 per double rooms and € 114.00 per single room incl. breakfast. Reservations may be mailed to [reservierung.hom@maritim.de](mailto:reservierung.hom@maritim.de), please use the promotional code "AvD 1899" or book directly here via [online reservation](#).

### January 31th, 2024

Arrival registrations and administrative and technical acceptance at the Bad Homburg auto museum Central Garage with visitor possibilities for spectators. Possibility to carry out minor repairs and servicing in the Central Garage workshop.

Reception given by the Lord Mayor and the François-Blanc-Casino with a drivers' evening for the Rallye and service teams. Dinner in the François-Blanc-Casino Lounge.

Exhibition of the Rallye vehicles in the pedestrian zone for spectators.

Moderated presentation of the vehicles.

### February 1st, 2024

Start on a ramp in the heart of the city on Kurhausplatz Bad Homburg.

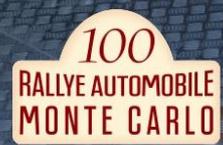




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**CANOSSA**



# MILANO

**A MEMORABLE DEPARTURE**



**Thursday, February 1<sup>st</sup> 2024**

Milano will host once again the departure of the Rallye Monte-Carlo Historique. Don't miss this unique opportunity to start under the "Madonnina": an unforgettable experience for all participants!

For more information, hotel reservations, concierge service:  
+39 02 7745270 - [rmch.milan@canossa.com](mailto:rmch.milan@canossa.com)





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Vérifications dans le grand hall chauffé du Parc des Expositions  
 Technical scrutineering in the great heated hall of the exhibition center

Large choix d'hôtels 2 & 4 étoiles à tarif privilégié  
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 Wide selection of 2 & 4 stars hotels at preferential rates  
 available on our website with discount code

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 Convenient Shuttles for your downtown travels

Mercredi 31 janvier • Wednesday, January 31st

COCKTAIL & DÎNER DE GALA  
 pour Équipages et VIP  
 COCKTAIL & GALA DINNER  
 for Crews Members and VIP

Jeudi 1er février • Thursday, February 1st

COCKTAIL dans les salons de l'Hôtel de Ville  
 COCKTAIL in the City Hall lounges

informations : [www.rcvhs.fr](http://www.rcvhs.fr)



Reims.fr