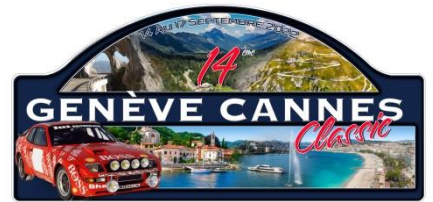


14 ° Genève Cannes Classic



We are going to repeat ourselves, but the real truth is unavoidable: Jean Claude Peugeot has received a gift, which he exploits to delight, it is that of finding a great tourism route which links the most beautiful roads in the Alps to each other. , and he has already done this 13 times, But for the 14th edition it is grandiose, Switzerland and Italy will be in the spotlight, without forgetting the last half-stage on the passes and specials of Monté Carlo before arriving on the lawn of the Grand Hôtel de Cannes.



But before returning to this sublime journey, do we have to leave? From where ? Well a Shipyard in Corsier-Port, (still in Switzerland) or rather a Foundation that of the "Shipyard for construction and naval preservation", restoration etc? This Foundation named " Foundation MJVP1909" which wants to honor the memory of the precursors Mégevet & Picker who, more than a century ago, created boats, motors and sailboats: on this Shipyard on the shores of Lake Geneva.



The MJVP1909 Foundation takes its name from the racing boat "Mais Je Vais Piquer" winner of the Sea Championship in Monaco in 1912

The Foundation manages a heritage of 7 motorboats, 7 sailboats and 3 boats



Let's not overlook the fact that in Corsier "La Fête de la Courge" takes place in autumn! Typical of the gastronomy of this pretty corner of Switzerland!

The start of the 14° GCC given by the creator of this Foundation Thierry PLOJOUX (who also participated in the Rally on a pretty and efficient Mercedes 380 SL), from Switzerland, (Geneva is only a stone's throw from his site), we will join the Border at Pas de Morgins, where the real start of this first stage of 196 km will be given. Direction Les Diablerets for the 1st ZR and reach Lake Thun. Serious things will start !

But by the way, who took this start and with what mount?

As every year many regulars and some new ones. 15 German cars, 7 British, 4 Italian, 2 French, 1 American, 1 Japanese and 1 Russian, the mascot the MOSKVITCH 408!

Among the regulars Jean François Brin changes mount and leaves the English and his GT6. He fervent Maserati enthusiast (he officiates at the Club of the Brand at Trade Shows to represent the Burgundy), has just finished the restoration of a magnificent LIGIER JS2. Good French car even if the engine is Italian.



François Feuchot chose his 914, a 6-cylinder 2L2.. and even though he worked on it until he reached the start, it is superb, very few copies of this model left the factory. He doesn't like flat fenders" ... he wants to change them to give the air back "Original" of his car!

Why not!



Our Latvian friends, once again present, Valéry with his son and the Mascot of this Rally at the head this famous Moskvich 408 which will have seen all the colors in France and Eldaniz with his Ferrari 512 TR



They have only one goal: to meet on the lawn of the Grand Hôtel de Cannes with a third crew in a Mini Cooper! Patrick would have liked to show his son Adrien how the AUSTIN-HEALEY reacts in all road conditions, except that it was checked at the last moment by its mechanic and was "out of service". Fortunately he was able to choose from his Mercedes "stable" a pretty much more comfortable 300, with even a third place in the back!

The Other Patrick has taken the wheel of his A-H with Ghislaine.

Enrique and Bertrand once again trust their 912, Le Cheval Fougueux returns to the playful hands of Cousin

Aubin, well cooked by Jacques Lameloise in a 328 GT. Without forgetting the beautiful Dino of Henry and Dorothée Teyssyre!!! Our Cannes friends Jean-Louis and Catherine Vouillon and their Auto Verte, the freshly restored 911 2L4S "with small onions". We should not forget in the role of regulars, Bernard LUX and Yann Gosse; Jean and Marie Verrier and their Beetle and Donald and Cornélia's



Jaguar E-Type, which represent victories too!



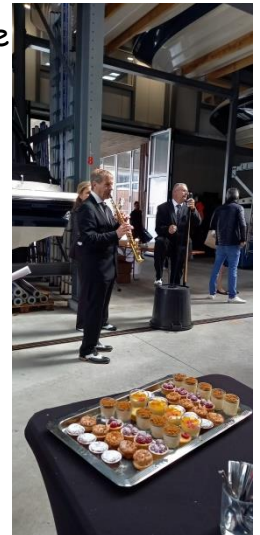
The Muratier, Burgundians of Beaune, in Italian, very beautiful and efficient Alfa 2000 Bertone also present with a smile.,

WEDNESDAY SEPTEMBER 14, 2022: So we are 31 crews, present for this great Traveling Family meeting that is the GCC !!!

10 H you must have attempted to adjust the tools on the calibration zone before come to the Site, pass the "throes" of controls and eat at the happy buffet



with a background jazz, The <Gilles Remy jazzband, to finally leave at 2 p.m. hours.



A small binding of 67 km to the Pas de Morgins border post, and already in his presentation of the JCP Rally tells us that the road is cut! We will therefore pass by a pass, the first of a long series, that of Corbier to reach Abondance for the real departure towards the Swiss Alps which is given in Morgins.



The Burgundians consult for the average to choose A half-stage of 165 km and the first ZR to heat the Trips, cadenseurs, Solution and other tortuous spirits.

Already an absent JF Brin and his Ligier due to the excessive heating of his Coil, finally that of the car, the JS2 will not go further!

Under the sun we swallow Trois Torrents without seeing them , Monthey, Aigle,

surrounded by stair-step vines, the TIP (beginning of the Regularity Zone) to climb the "Col de la Croix" towards Les Diablerets. 132 km still await us to reach Beatenberg and the hotel "great panoramas" And we are not idle on the road; We must be on time ! Queuing to fill up at the last pump on the road. Jeanclaude negotiated well to have it opened, a big thank you to this nice family

this one also turned towards the old americans this time. And the last stretch of 12 km swallowed with joy towards Beatenberg at the top of the hill overlooking the lake Thun.

A first dinner together, the new participants try to understand the Tip - what's this ?

And You have to arrive at the CH on time, but which one?



--Well, the one you calculate, departure time plus the time given in your logbook! -ah! This is a rally!

But all is well, smiles and laughter fuse.

An exceptional view from the balcony; (photo in support), and everyone will sleep well, necessarily the results are not displayed until tomorrow morning at breakfast!!!



8:00 am Croissants and without any surprise in the first classification of Z1, the Verriers on pole with only 1 point on the Teyseyres, followed by Donald and Cornélia at 3.2 points.

Departure second stage 8:15 a.m. to reach Brig, 4:30 hours later with two legendary ZRs, the Susten with clock and JCP 63 km from the start and the second in 53 km on the



James Bond
Strasse
that is to
say the
Furka pass
in
Auto-start



A few clouds hide the peaks from us, will it rain? We will learn later that these two passes were closed due to snow the day after our visit...!



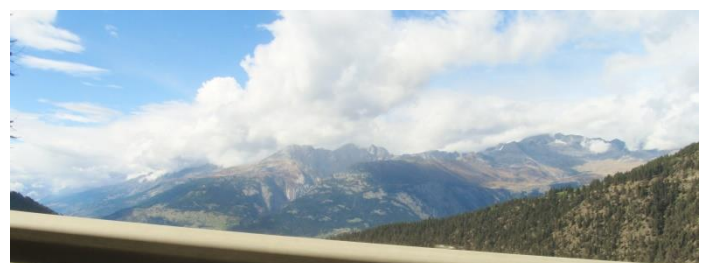
The Swiss roads are superb for their coating above all, no holes, nothing prevents us from driving, except for work managed by more or less long lights it is which disrupted the good progress in this 3rd ZR.

Finally some 62 km further, after a blockage due to a "summer pasture" of cows, sheep and goats, we are at Matteni restaurant for one comforting buffet, with always the sun and the good temperature for this equipped. The discussions many and sometimes inflamed feed warm the room. Will it take cancel the ZR, what will JC do Peugeot in this situation news ? Don't take into counts only beacons posted before the first traffic light definitely red.



Brig point of departure from another fabulous pass the Simplon culminates at 2006 meters, bridges and tunnels follow one after the other.

And not of ZR, impossible on this sublime highway The Border and Piedmont are waiting for us to finish the day. 92 km to reach the last ZR of the day through Crevoladossola, Montecrestese and Santa Maria Maggiore. The namessing in Italy, we too the sun continues to accompany us in this Val Canobina. Truce of daydreaming, let's resume our "tables of time", one eye on the stopwatch, another on the TRIP the third on the ATB, the fourth on the road and fifth in the Road Book at case! ; Let's synchronize it all in the head and announce to the pilot advance or delay. Orasso, 10km long, requires some 50 times this exercise every 200 meters. It's over, phew and catch his breath the RB is waiting and the pilot sighs, not too well this time he says, this climb is difficult.



Go Cannobio and the shores of Lake Maggiore, 10 roundabouts further is the Regina Palace and the well-deserved dinner on the terrace.

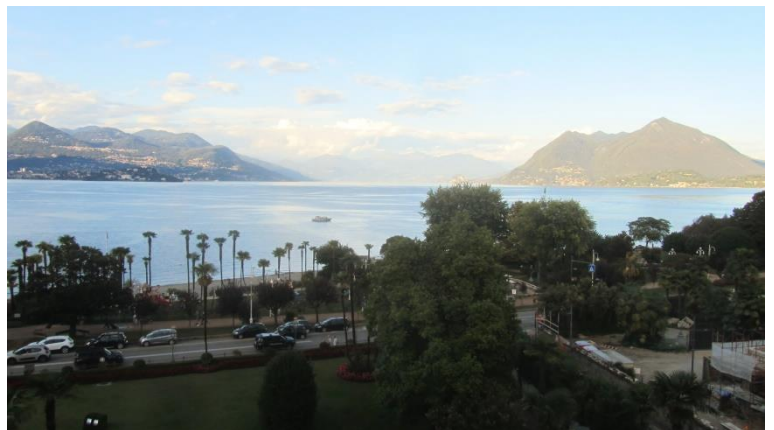


Michel Naville, commissioner of the car formerly called Zero, in addition to letter installer and CP Pince, ensures the arrival and this evening will ensure that his favorite cars are also on the terrace in this wonderful place! (proof in photo). Pascal Gay his co-pilot is also in the game. Observing the refined interior of this hotel, one can only think of the French Decorator Garcia, a fanatic of the 18th century and his Battle Castle in Normandy.

The next day the results displayed reassure some, worry others, and make the majority smile as the pleasure of this grandiose stage was appreciated by all. Donald and Cornélia take the place of the Verriers who will be ahead of Agosta-Lemesle who save the honor of the Porsches in 912! Our Belgian friend Francis Dozo in GT, in front of the mascot Moscovith 408, all stand within 30 points.

A sumptuous sunrise and departure for this 3rd day at 8:30 a.m., in remaining in Italy to reach Cuneo with 367 km and 2 ZR on the program. Go up the hill overlooking Lake Maggiore, respect the RB and above all as well inspecting the right side of the road allows not to miss a CP, letter or pliers. In effect it costs 20 points at once

(corresponds to 20 seconds behind or 10 seconds ahead in a ZR!) and annihilates the podium automatically. This morning we will see two of them at 50 meters distance, the first on the right is the right one, and the second on the left, the wrong one, still it is necessary to have taken these three small roads in the shape of a triangle, in the right sense, if not!



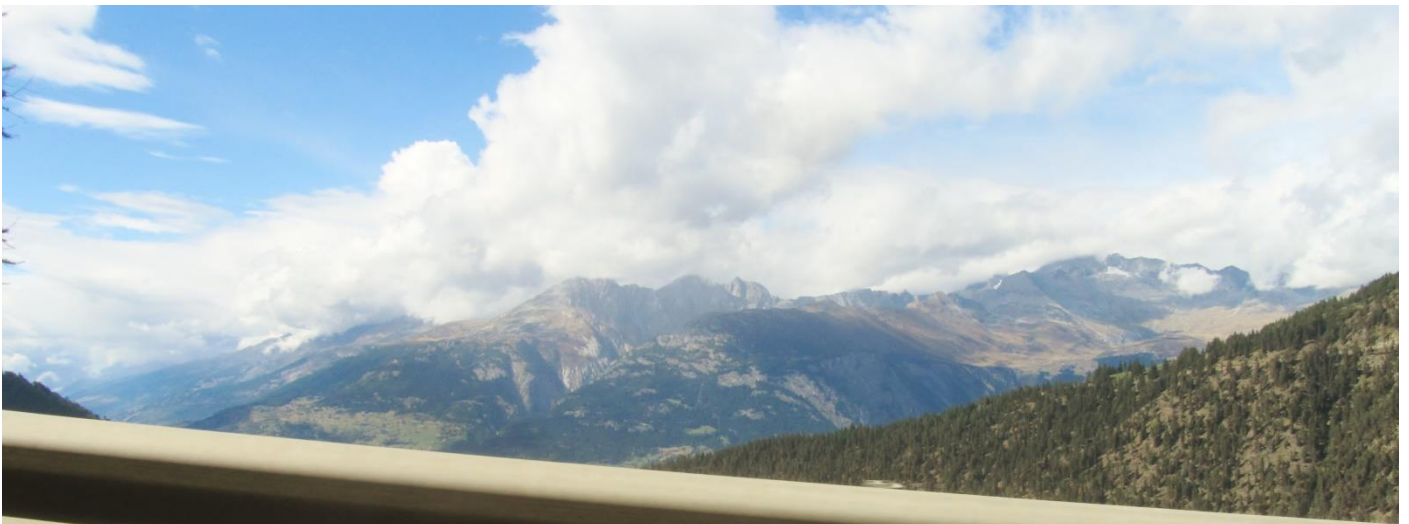
Lake Orta, an Italian marvel, bypassed, we will reach Biemonte for the first ZR of 12 km after 67 km of charming roads. Preparation of tables and chronometer, verification of the



transponder on board by Jean-Claude and waiting for the green light from Nicole. Let's go for 11 km of concentration. Superb climb, without work, end of ZR panel and the cockpit exults: every 200 meters in the second, that's good for morale! We will know tonight that it was 6 passage checks! And 2.9 points, a misery!. The morning is far from over, there are 127 km left to cross this Piedmont via Biella, Ivrea, Salassa to arrive at the friendly domain of the Relais de San Francesco Al Campo where the vaulted and welcoming cellar will be served a second risotto, cheese and jam of delicious pear before a suckling pig, Voronoff sauce enough to delight the Latvian table.. Well appreciated by our starred Chef at their retirement, happy and close to figure it out...3 p.m. departure for 39 km and the ZR of Col del Lys. This one in Auto Start, please do not arrive before time imposed on the TIP, but rather late (without penalty)



so cool driving but sustained. The pass will be taken from the north towards the south and will still give sympathetic visions of bicycles on wheels, of sympathetic cyclists, some of whom have understood our presence, will stop and watch the 29 competitors still "in the race" pass by because in addition to the Brins who have been absent since the start, the Teyseyre left their Dino due to broken steering in a small garage above Stresa.



The remaining 132 km will be swallowed up in the allotted time on the roads of this flat country, leaving our imaginations free to wander through the landscapes seen throughout this day.



The closed park on the Tangredi Galimberti square in Cuneo will leave all participants speechless. Two rows of machines ready to pounce....It will be admired by the Italians, especially the red one , which is holding back its 428 horses from escaping The Palazzo Lovera, not far on the pedestrian street, will quickly be joined for the necessary shower after heat of the day!! After having avoided the 3rd blue goat cheese sausage risotto (regretted by some) and still in a more than joyful atmosphere, we found ourselves first of stage, finally a Lemoine magnum to put in the chest ! "The chests are small but we will find him a place, we should not win a second, me said the pilot emeritus, we wouldn't know where to put it! » Indeed the ranking no longer needs to be displayed with the Blunik website "just click! ".That's what were the "interested" in the ranking at each table, until JCP gets up and announces it!



Three

Burgundians in the first seven, great friends, The 914-6 in the lead, followed by the 912, the E-Type, the Belgian friends with the Subaru, the Bertone Beaunoise and the Verriers who are always trying to understand the "why and how » they are not in the lead, five times winners that makes an impression all the same! Even the crew of the Ferrari, the mine closed, does not understand the reason for always being ahead...! Ben 270 horsepower anyway, 50 km / h reached in 3 seconds!



Saturday September 17, last stage to reach Cannes, return to the grandiose place, some very concentrated still thinking about the classification while others especially to fill up with unique panoramas, the first ZR, climbing the "Col de la Lombarde", long of 11 km, is only 37 km from Cuneo which leaves time for replenishment and reflections; "We don't change anything" François tells me, while I take a souvenir photographic!

This pass allows passage to France towards Isola 2000, some camperbuses are returning to the country and the motorbikes are more present. If indeed in a straight line they exceed cheerfully our 40 average, this is not the case in pins and I have believed several times that the "Flat noze" was going to embrace the saddlebags, but no, we did share the road!. In short, here we are in France and the long descent to Isola and the 100 kilometers to reach La Bollene, departure of the ZR8; one of the mythical stages of Monté Carlo, allowed the engines to breathe.



A moment of emotion took us by the throat when the road taken, newly redone in the bed of the river, crossed Saint Martin de Vésubie devastated, so much the places remain marked by the passage of the torrent of mud and water. I saw again the televised images of this couple at the window of the small house, who were waiting for help, dominating the waves and fearing the collapse of their property, the emotion at this precise moment prevented me from speaking, fortunately Roquebillière is distant of 6 km, and no information to be given to the pilot before 5 km. We are there at the foot of this stage of which all therally has been talking for 3 days, 12 kilometers long, tight turns, big rocks hiding the after, the ravine still impressive, the nose in the tables etc; no worries, serious for the pilot to hold the average 40 is high he will say at lunch in the temple of Monte Carlo (plaques, posters, signatures on the wall that we do not distinguish more).

Motorcycles and Motorhomes still present, François is doubling his caution while keeping the average. By the end of ZR panel since the marshals are present at the top indicating the car park.



This last special whetted our appetites and the copious buffet will be all the more appreciated !

The time for a coffee appreciated on the terrace and we reheat the 914-6 for a last stage, with the ZR de col de Porte, A last start under the control of Jean-Claude and Nicole Peugeot at the top of the clock and 11 km slightly downhill and medium asphalt.



Curiously we did not meet anyone until Saint-Jean-Larivière, the calm and the despair of finishing in 70 km reign in the cockpit, but does not prevent the attention paid to the Road Book, it is necessary to arrive at the time to properly finish this GCC 2022. Having swallowed the Vésubie gorges, it is along the Var then via La Gaude and Cagnes that we will reach the finish at the Grand Hôtel in Cannes.

The park kept on the lawn, a magnificent setting, will again this year see the curious decipher all the cars; photograph them and comment on them, often to their children. International: this Rallye 7 will be the lucky number, 7 nationalities of competitors, 7 also of automobile nationalities, 7 half stages, 2 times 7 equals 14th Rally.



A great success for Jean-Claude Peugeot and his whole team, reduced (10) for "a course itinerant" of 1100 km. Competitors did not tricked into giving them a triumph at the dinner-delivery of cups on the beach.



Jeanclaude F.
September
2022