



NOVEMBER 2023

Dear friends of historical motorsport ... (foreword by Joackim von Finckenstein)

“100 years ago, an agreement was made in Buenos Aires with all affected states in North and South America to build a continuous road from Alaska to Tierra del Fuego: the Panamericana. When Mexico completed its PANAM portion in 1950, they celebrated the road opening with a road race (the famous Carrera Panamericana), that was so successful that it was repeated for 4 years (but no longer due to too many fatal accidents). This race made the Mercedes Gullwing famous, not only because this car won the race overwhelmingly in 1952, but also because of the obstacles to overcome: at high speed, a vulture flew into the windshield, the co-driver Hans Klenk was hit and passed out. Waiting for rescue in the desert wouldn't bet that smart, so Karl Kling continued the route particularly quickly without to stopp, because help was more likely to be expected at the target of the leg than in the desert. He won the stage. When he reached the finish line, Hans Klenk, covered in blood from the vulture, woke up again; luckily he was only slightly injured.



One of the endless stories of reactivated rallies; the participants are people who dreamed of driving such races and can now afford their dream without having to be a professional racing driver. I am now well connected with the people in the Tour Auto, the Modena Cento Ore and also the PANAM (here with his wife Cristina at the PANAM finish)



I've often been asked why there isn't anything like this in Germany, the country of cars. That was an incentive for me to try something similar.”

Then he adds:

“There are more and more classic car events where people drive at slow speeds through light barriers and over loops. But where else do pilotes celebrated real motor sport with historic racing machines? Only on closed race tracks such as the Oldtimer Grand Prix in Germany, Le Mans Classic, the Goodwood Revival or the events mentioned above. And the longing to experience something like that is great.

Target Bavaria will make these dreams become true.”

ENTHUSIASTIC REACTIONS

A reader writes to us: “I am happy about this beautiful event. In 1954 the race for cars and motorcycles took place on

AUTO-MOTO TRKE
OPATIJA
12. i 13. VI. 1954.

June 12th and 13th. Your revival will come in 2024, 70 years later, almost at the same time. I personally took the two photos in September in Rijeka at an exhibition. So, if

you want to, you're welcome to publish them. In my private circle there is even a participant (motorcycle) from that time.”

By the way: at the place where these motorcycles start, our TBR participants will also be at the start.



Another reader has now spent his vacation in Croatia specifically to – as he wrote – “spy” a little about the possible routes. He was also at Preluk, where we already received images of another “infected” person.

Thank you very much for that!

CORRECTION of a typo in the last edition:

www.eberhard-thiesen.de would have been right! Sorry



The active organizer Dr. Joackim von Finckenstein

was present in Austria during the **AUSTRIAN RALLYE Legends** and met friends and supporters from his network in Admont. Some Austrian participants have not only expressed interest in the **Target Bavaria Rally (TBR)**, but have also announced their participation. Another visit to **Gerhard Leeb**, Austrian motorsport man of reputation and organizer of the legendary Vienna-Trieste Rally, resulted in another special stage of around 12 km on for May 29th before arriving at the Red bull Ring.

Another highlight was the opportunity to present the TBR during a lunch at the **ACF (Automobile Club des France) in Paris**. The club members were very impressed and one of the guests even presented his Bugatti to see if it would be suitable as a participant (of course these cars are the one we would love to have during TBR).



Vehicle transport

We have spoken to several transport companies and have an initial overview of how to bring the vehicles from all over Europe to Munich and Rijeka. The following approaches are planned:

Collection points will be set up for each country. From these the vehicles are brought to Germany (Munich). From Munich, several trucks go to Rijeka as closed collective transport vehicles. This means that participants can also bring their vehicles to Munich with a trailer, leave the trailer in Munich and load the cars onto the collecting trucks there.



After the Rally the cars can be delivered back to their original location. **You will receive the contact details of the companies by January at the latest.** However, the prices in this information will only be approximative. You should then contact the transporters directly by specifying your vehicle, dimensions, etc. and you will receive an individual offer for your car and your pickup location and – if wished – the transport back from Munich.

Regardless of this, there will also be a significant number of participants who will transport their cars themselves with their service crew and their own trailer.

Often asked:

Rijeka has an international airport! Flight duration from MUC 1 hour



Rijeka – where is it?

Rijeka is located directly on the Adriatic Sea, not far from the border of Italy (Trieste 76 km) (In the season direct flights from Munich, Berlin, Düsseldorf, Stuttgart, Hamburg, Eindhoven, London, Milan, Brussels, and many other airports.).

Mario Andretti



Mario Andretti was born on February 28, 1940 in Montona, at that time “Kingdom of Italy”. Today the town’s name is Motovun located in Croatia. As already reported, this part of Yugoslavia was then part of Italy.

He was the winner of the Indianapolis 500 in 1969, won the Formula 1 World Championship in 1978 and won the American Indy Car Series title in 1984.

We wanted him together with LeMans winner Eric Helary from Toulouse, with whom he competed in the 24 Hours of Le Mans, in the car opening the special stages.

Unfortunately he has another appointment at the time. So he wrote us a letter, which we have printed below.

So what does Mario Andretti and the TBR have in common?

We will have a lunch break in his beautiful hometown on the 2nd day of TBR after a special stage a couple of km before.



Andretti 1

Dear Eric and Drivers in the Target Bavaria Rallye,

Thank you for inviting me to join you in Montona, where I was born and lived for the first seven years of my life. I wish I could be there with all of you to celebrate the special second stage of the Rallye but I am unable to get to Croatia following the Indianapolis 500 in time to meet you.

You should know that the town of Montona hasn't changed at all since I've lived there. Only the borders and sovereignty have changed. It was ancient then and it is ancient now. You may be surprised to know that my home is still standing.

I sincerely hope you enjoy your visit.

Buon viaggio,



Mario Andretti



MOTOVUN is also the “world centre of truffle cultivation”. As we were checking the special stage nearby, we saw truffle hunters at work with their dogs.

A gourmet paradise, especially since the best wine is also grown there! The largest white truffle in the world (1310 g) was found there and is of course in the Guinness Book.

Our lunch break will take this into account.



How historical the area is ...

... is shown with the family of **Dean Grbac**, our Rallye coordinator. He showed Joackim and Christina von Finckenstein on site in Kastav the house of his parents and grand parents: His grandfather (1913 – 1994) had SIX (6!!!) nationalities during his life, i. e. ID cards / passports, without ever changing his address – his house in Kastav.

- 1) Austria-Hungary (at his birth)
- 2) Kingdom of Serbs/Croats/Slovenes (SHS state from 1918) Yugoslavia
- 3) Italy from 1924
- 4) Germany from 1941
- 5) Yugoslavia from 1945
- 6) Croatia from 1991



This shows, how much this beautiful area of Europe was contested in the last 120 years. These numerous influences from different eras can be seen in the architecture, the naming and the local national pride of the Croatians and much more.

Here are further details about the planned stages:

As of today there will be at least
11 special stages + 2 Race of Champions + 3 circuits driven
(another 3 stages are still uncertain; but we are working on that)

Due to various inquiries, we are also happy to inform you that videos of the special stages and routes will be sent to all participants approx. 1 week before the start.

Of course beside the **road books for the participants**, there will be as well **road books for the service crews**.



Application start - now!

we are happy to announce, that applications for the Target Bavaria Rally are open now!

All important details are itemised on our website - We are looking forward to hearing from you.

www.target-bavaria.com

Join the race now!

Best regards

Dr. Joackim Graf von Finckenstein

Apply now!

Target Bavaria
Linea Bavaria GmbH,
Dr. Joackim Graf von Finckenstein

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tnews@target-bavaria.com

Click here!

The application form can now be reached online.

All details are also available online.

To summarize the Rally (from Saturday May 25th to Friday May 31st):

- Classic car rally from Rijeka to Munich across 4 countries for a week
- Enjoyable route with selected landscape
- Historical original routes, race tracks, and WRC special stages
- **Limited starting field with automotive diversity**
- International participants
- **Competition- or Regularity-Scoring** (depending on what you want)
- Home page (3 languages) for initial information
www.target-bavaria.com with the possibility of
- To register for the newsletter (in DE - EN - FR)
- For application and later for the entry inscription
- Application window for a starting place (is ONLINE)
- First class care (hotels and gastronomy included)
- **A unique experience ...**



We would be happy to keep you informed of the planning and preparations.

Stay with us.

Dr. Joackim Graf von Finckenstein and his Marketing-Team

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