



SEPTEMBER 2023

IT IS PROGRESSING BIT BY BIT ...

In addition to the next hotel confirmation - after all, 200 to 250 beds have to be kept available per night - we also have to take into account that we can guarantee the supply of a high-quality dinner at every stage destination. Sometimes we have a superb hotel in mind, but the capacity for an excellent kitchen in the house is not enough for our participants. So it is also presented as "exciting". On the 3rd night we are now in the process of signing the contract. More on that in this newsletter. In addition, there are now more route details so that the scheme is getting more precise. Here we are talking about details such as connection stages, gas stations available there, lunch breaks, etc.

Just that much for today: **we are on the very right track!**



The COSTABELLA HILTON has an appealing parallel to Monte Carlo, as someone pointed out to us. **"Great, that's a bit like in Monaco right past the Hotel de Paris."** True; with one difference: YOU - the participant - drive past the hotel and not formula-one-drivers.



In any case, our version has something special.



After the switchback on the closed track of Preluk (former Grand Prix track) you can accelerate right in front of the hotel for the long straight along the coast (see on the left).



Of course, we need active support from experts in the regional areas during the entire route.

It all starts with top-class specialists: our racing director **Dean Grbac** is one of the first FIA-accredited sports-commissioners in Croatia, and his team organized the croatian WRC race. After 3 rallies, this organization was described as "excellent" from **Simon Larkin**, the WRC Event Director. They are currently working on a contract for more years with a World Cup race in Croatia. A large part of this team will take care of the TARGET BAVARIA.



Interesting SIDE EFFECT: we will also be able to drive one or two stages of the WRC race 2023, which **Elfyn Evans** won by the way. So Dean and his men will be taking care of the routes in Croatia and Slovenia.

In **Austria**, we owe all our great contacts to the always cheerful **Franz Zehethofer**, chief technician steward at Austria Motorsport / Styria. Beside the Red Bull Ring contacts we were also able to win over **Kurt Gutternigg** for us through him. This great partner provides every year with the ARBÖ Classic and the AUSTRIAN LEGENDS



powered by ARBÖ make a spectacle.

So we are lucky enough to be able to include one of the special tests of the ARBÖ AUSTRIAN. **Maybe there's someone who would want to go to Admont for the 2023 edition to scout out routes in advance.** 😊





For everyone interested, who might follow the ARBÖ event as spectator, you can see here where Admont is

In any case, we are very pleased that we are actively supported by the "Organizer Legends of the Austrian Rallye Legends". The TARGET BAVARIA was also referred to on their Facebook page.

Many thanks for that !

www.arboe-rallye.at

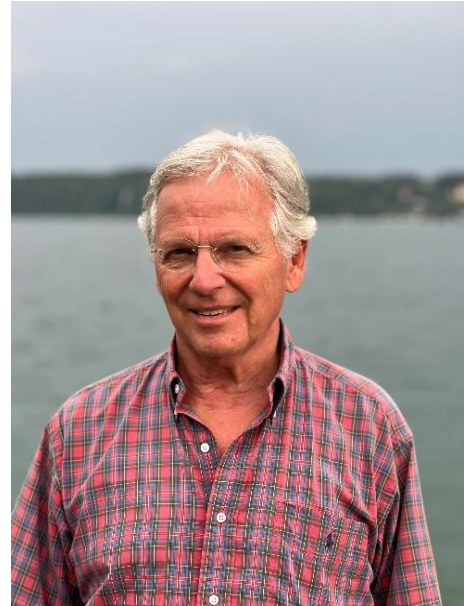


By-the-way:

Who is Dr. Joachim von Finckenstein?

JvF is a guy, who knows the scene, the detailed procedures of such events and also has the international network. In addition, he puts a lot of heart and soul into this challenge in order to set up an event in the sense of a "can't buy feeling". He highlights the importance of a certain level, so that in addition to the "race" there is also the factor "enjoyment" and "experience".

We met him at LeMans Classic :



Hello Joackim, are the preparations for TB going well?

Yes, the preparations are in full swing. However, the Target Bavaria is a different rally format compared to pure regularity rallies. The TB is more about "real" motorsport: We close off roads completely, like the WRC runs from "village A to village B", rent current race tracks with the entire infrastructure, and also reactivate historic race courses to bring them back to life. In addition, of course, we are making an enormous effort for security, doctors, ambulances, barrier staff, etc. We have to organize the parcs fermés for the nights and certified FIA commissioners to monitor the rules of the rallye. So the TARGET BAVARIA, where everything is organized from the culinary supply (food and drinks) to the very good, pre-booked hotels, will be a bit more expensive than a 2 or 3-days drive event. I don't have all the costs yet, but it will certainly be almost in a 5 digits range.

Thank you, specially for the financial magnitude, after which people asked already.

I am firmly convinced that such a motorsport event will bring unforgettable memories, that money cannot buy. The style of the special stages and a lot more are planned in a way, that never existed before.

Thank you for the update.

CATEGORIES TO APPLY

All teams drive the same route, whether it's the connecting stages, the special stages, the circuits or other timed areas. There are 2 different implementation tasks:

One category drives at a specified, constant speed on each of the designated routes (**REGULARITY**), while the other one drives as fast as possible (**COMPETITION**)

Competition - best time

Only the stopped time counts. The fastest rider wins the special stages, racetracks and other routes where a time limit is used. Appendix K of the FIA Sporting Laws will be the subject of the rules to be observed (www.dmsb.de/de/automobilспорт/historischer-sport/file/253147). 3 classification periods are evaluated:

Classification C/D (-1946)

Classification E/F (-1966)

Classification G/H (-1976) (including cars up to 1978 if manufactured 1976 in the same way)

In addition, there will be an **INDEX OF PERFORMANCE**:

The classification according to the index of performance considers the age, cylinder capacity and performance of the respective cars. Taking these characteristics into account, each vehicle is given a specific coefficient. An old car with low performance will have a lower coefficient than a more powerful younger model. The times achieved during the rally are multiplied by this coefficient specific to each model. In this way, a classification by index of performance is created, which will be different from the overall classification.

Regularity - average speed

SPECIAL STAGES ON CLOSED ROADS:

At the beginning of each special stage, 2 average speeds are given: a high and a low one. Each participating car registers for one of the two averages at the start of the rally. The chosen average is the one to follow throughout the course of the rally. The required average will be checked multiple times during the special stages at undisclosed locations throughout the event. The high average already requires driving skills.

RACETRACKS:

A minimum time is specified for each race track. Each team drives 3 laps at their own pace and drives their reference lap in the 3rd lap. The goal is to reproduce exactly the same time for the next 5 laps to the nearest tenth of a second.

Digital instruments are allowed for time and distance measurement. Competitors using mechanical stopwatches and a mechanical tripmasters (or equivalent devices) will compete in the mechanical watch class, which will be scored separately.

BY THE WAY: The timing on the entire route is measured in a highly professional manner using GPS transmitters for each vehicle. From one of the best service providers in Europe!



Transport of the rallye vehicles

The individual transport costs for the participant vehicles are NOT included in the entry fee. There will be participants from France, Switzerland, Benelux, England, Holland, Germany and a few other countries.

Therefore we are trying to find the best options for all our starters. We are researching the possibilities with French, British, Benelux and German transporters. For example with country-specific collection points and then collection trucks to Rijeka. We are also checking how our participants can get their vehicles back home from Munich.



As soon as we have concepts and the feasibility becomes clearer, we will inform all admitted participants. We think that will happen towards the end of the year. Then everyone can contact their recommended carriers themselves. That also worked great at the Olympic Rally – without any damage at all.

Irrespective of this, there is also a not inconsiderable number of participants who will transport their vehicle themselves with a service crew and their own trailer.

The second Hotel - and how we get there

Our first hotel in Rijeka is the COSTABELLA Hotel (the last built 5 star HILTON in Europe). We will be staying there for 2 nights because - in addition to the prologue race on Sunday - there is a highly attractive loop to **Platak** in the mountains on Monday. A famous ski resort with sea views: an area out of the ordinary. Of course, it's not only beautiful on the paths, this area fits the demanding special stages, otherwise it would only be "sightseeing", and on top of that there is also an insider's tip on our way back:



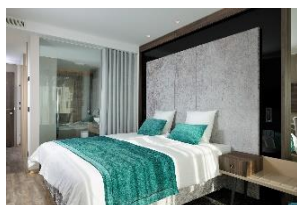
Automotodrom Grobnik (the replacement race track for the Yugoslavian GP after Preluk was closed end of the seventies). The events at the Automotodrom Grobnik began in 1978 and thrilled racing fans at many national and international motorcycle and car races. The racers in the various categories offered by

the Grobnik circuit show the necessary respect for this quick yet demanding race track. The daily loop on Monday then leads **back to the COSTABELLA in Rijeka.**

The 3rd day (Tuesday) will be our last in Croatia, which leads us west into the mountains to Buzet. Without wanting to reveal too much: these are unique routes, unique views. We don't think any of our readers have been there yet!



Via the town of **Permani** (by the way, it is on a very famous test track for professional cyclists; maybe known through the excellent wine of the neighboring town of Friuli: the "Permani"), past the town of **Knezak** to our stage destination **Postojna** in Slovenia. We'll be spending the night here where you'll be having a deservedly good time.



Hotel in the heart of the caves of Postojna

The **Hotel JAMA** is located right in the heart of the Postojna Cave Park. This cave is something special in itself as it has been classified as the "best choice in the area" by millions of visitors since 1971. You may have time to visit the world famous caves, or see the nearby medieval Predjama Castle.

Both are worth a trip.

Especially - if you drive up with vintage cars.



For the first 3 days we plan the following schedule:

| | |
|-----------------------------------|---|
| <u>Saturday May 25th 2-6 p.m.</u> | Scruteneering at the harbour of Rijeka ^{[L][SEP]} |
| <u>Sunday May 26th 9-12 a.m.</u> | Scruteneering at the harbour of Rijeka |
| <u>Sunday 12:30 a.m.</u> | Parade ride through the city center up to the Grand Prix street circuit of Preluk |
| <u>Sunday 2- 3 p.m.</u> | Qualifying for the prologue race (in different classification groups) |
| <u>4 p.m. - 6 p.m.</u> | Prologue race of the GP of Preluk (historic GP circuit) |
| <u>8 p.m.</u> | Award ceremony of the prologue race with the "Villoresi Prize" during the opening dinner on the terrace of COSTABELLA |
| <u>Monday 27.05. 8:30 a.m.</u> | Start of the stage Rijeka – Rijeka |
| <u>Tuesday 28.05. 8:30 a.m.</u> | Start of the stage Rijeka – Postojna |

One more gag at the arrival Hotel in Munich:



The two winners of the categories Regularity and Competition get to spend their last night in the HOTEL ALTHOFF in the MOTORWORLD Munich right next to their automobile treasures. So at the end of TARGET BAVARIA you will be sleeping right next to your winning vehicle. As a sort of "thank you" for the 7 days together: "Motorsport is team sport". A special experience.

To summarize the rally **planned 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
- Historic street circuit, special stages, WRC sections, racetracks
- **Limited starting field with automotive diversity**
- International participants
- **Competition- or Regularity-Group** (depending on what you want)
- Everything is organized, except the logistics of your car
- Landing page in 3 languages for the first informations
www.target-bavaria.com with the possibility of
- Subscription to the newsletter (in 3 languages D - EN - F)
- Application window for a starting place (autumn 2023)
- Definitive Website (will be online in late autumn 2023)
- First-rate offer (hotels and gastronomy)
- **A one-of-a-kind 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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You can read all previous published newsletters on www.target-bavaria.com

How seriously the event is to be taken, as the visitor instructions show, which are of course adapted from the World Cup:

PLEASE follow the instructions of the Marshals; they are there for your safety.

NEVER stand in Prohibited Areas, escape roads, in box junctions or on the outside of corners.

PLEASE use the official car parks. Parking on roadside grass verges may result in a Parking Ticket being issued by the Police.

DO NOT walk on the competing stage.

CHILDREN SHOULD ALWAYS be accompanied by an adult who should be responsible for their behaviour.

PLEASE be aware that this is not Summer time and the weather can be very cold and wet. Please dress accordingly with adequate clothing & footwear.

STAY ALERT some cars are quiet and it is easy for a car to appear when you are not expecting it. Although cars will start the stage at one minute intervals, in a long stage they may catch the car in front and you may find some cars running close together.

DO NOT block access roads; they may be needed by Rescue Units in an emergency.

DO NOT sit on log piles or stand below the level of the road and give yourself room to move quickly if necessary.

ALWAYS stand a safe distance from the cars, remember this is a loose surface and flying stones can travel a long way.

DO NOT light fires or BBQ. They can cause major fires.

PLEASE keep the forest tidy: TAKE YOUR LITTER HOME. We all want to come back again next year.

AND FINALLY, The event takes place with the consent of the Forestry Commission and the Residents on route. Please do not do anything to damage the good relationship we have with the people concerned.

THANK YOU