

PROVISIONAL SPORTING REGULATIONS - COMPETITION

PROVISIONAL SCHEDULE:

Begin of application	Wednesday 18.10.2023. 12:00
End of application	Once maximum of crew numbers is achieved
Technical Scruteneering cars: RIJEKA	Saturday 25.05.2024. 14:00 – 18:00 Sunday 26.05.2024. 08:00 – 12:00
Administrative check Drivers – CoDrivers: RIJEKA	Saturday 25.05.2024. 14:00 – 18:00 Sunday 26.05.2024. 08:00 – 12:00
Drivers - CoDrivers Briefing: RIJEKA	Sunday 26.05.2024. 12:00
GP of Preluk (Prolog) COSTABELLA	Sunday 26.05.2024. 16:00
AWARDS GP of Preluk COSTABELLA	Sunday 26.05.2024. 20:00
AWARDS TBA MÜNCHEN	Friday 31.05.2024. 20:00
1st leg RIJEKA COSTABELLA - RIJEKA COSTABELLA	Monday 27.05.2024.
2nd leg RIJEKA COSTABELLA – POSTOJNA	Tuesday 28.05.2024.
3rd leg POSTOJNA – ZELTWEG	Wednesday 29.05.2024
4th leg ZELTWEG – SALZBURG	Thursday 30.05.2024.
5th leg SALZBURG – MÜNCHEN	Friday 31.05.2024.

If needed for whatever reason, the Organiser may change leg targets

ABBREVIATIONS:

Target Bavaria Rallye	TBR
Time Control	TC
Special Stages	SS
Circuits Races /Grand Prix	GP
Race of Champions	RC
Historic Technical Passport	HTP
Head and Neck Support	HANS

1. ORGANISATION

The LINEA BAVARIA GmbH Company organizes an international historical car event called Target Bavaria Rallye (TBR) from May 25th- May 31st through 4 countries from Croatia (Rijeka) over Slovenia and Austria to Germany (München), according to Sporting Regulations for Competition and Sporting Regulations for Regularity.

Idea and Conception

Joackim von Finckenstein

Organisation Committee

Joackim von Finckenstein
Sebastian Pfaffenzeller

Honorary Organisation Committee

Prinz Leopold von Bayern
Eric Helary
Hans Kleissl
Walter Münch

Stewards Panel

Dean Grbac Stewards Panel President
Eva Maria Gruber Member
TBA Member

Race Director

Slaven Dedić

International Safety Officer

Goran Vujisić

Head of Special Stages

SS CRO TBA
SS SLO TBA
SS AUT 1 Gerhard Leeb
SS AUT 2 Kurt Gutenigg
SS GER TBA

Technical Scrutineering

Krešimir Sauerbrunn

Board and Lodging

Christina von Finckenstein

Marketing

Michael Hagemann

IT / Social-Media

Nico Scherer

Organiser's Address:

LINEA BAVARIA GmbH
Wittelsbacherstr. 2a
D-82318 STARNBERG

Website: www.target-bavaria.com

E-Mail: info@target-bavaria.com

2. INSURANCE

This event complies with legal insurance obligations for regulated sporting events. It is the responsibility of each competitor to check that their vehicle is insured during the entire event, specially if the driver is not the car owner.

The organiser is not liable for accidents affecting competitors or their race car/cars during the race, even in case of natural calamities, uprisings, demonstrations, vandalism, etc. The competitor and crew member/members will bear all consequences (material, penal and sporting) resulting from any accident of any nature.

Vehicles with support plates and/or any other specific plates provided by the organiser for extern cars (except for the organiser's own safety and pace cars) are not covered by the insurance policy for the race. These vehicles travel under the sole responsibility of their owners and must be insured by them.

Any accident occurring during the Target Bavaria Rallye must be reported to the clerk of the course by the competitor, or by a person representing them, as soon as possible, and in any case within 12 hours of the accident.

3. DRIVERS, COMPETITORS AND CREWS

3.1 Requests for Application and Registration

3.1.1 - Application / Registration

Any team wishing to participate for the Target Bavaria Rallye must send a first application form from the organiser's Website www.target-bavaria.com with a 2500,-€ deposit:

**Or by post LINEA BAVARIA GmbH Wittelsbacherstr. 2a D-82319 Starnberg,
or by fax +49 8151 911128
or by mail info@target-bavaria.com**

3.1.2 The applying teams will quickly get an answer whether they are admitted. First come, first serve rules will certainly influence the admission, if too many similar cars will attend. Special mythic and seldom cars will get preference.

3.1.3 Once the team and the car is admitted, the entry form has to be completed for the final registration with the transfer of the remaining costs for the inscription fee and the extras. There is an early fee admission up to Dec. 31st. The closing date for entries is March 31st (earlier if maximum of participants is reached, possible extension for special cars).

3.2. Requests for Competitors / Drivers and Co Drivers.

3.2.1. Any driver and Co driver must be holder of a recognised international driver's competitor's license valid for the current year issued by the national Motorsport authorities. In addition driver and co driver must present a valid driving license for EU.

3.2.2. All confirmation of commitment is personal and non-transferable. It concerns the car and the crew. Any change may result in the cancellation of this confirmation, if the organisers team is not informed or informed too late without the possibility to change the announcement; then, the entry fee will not be reimbursed. Any change of the pilot and/or the car will be considered as a new application. During the rally a change of the pilot or the co pilot is possible, if the new pilots comply with the preconditions and the request has been announced to the Panel of Stewards 1 day before.

3.2.3 - During the driving period and when the competitor is a legal entity or if he is not part of the crew, all obligations and responsibilities fall entirely, severally and jointly to the first driver declared on the engagement form.

3.2.4. - By virtue of its commitment, the competitor refrains from any public relations operation during the complete Rally without written authorisation from the Organization.

3.2.5 - The Organising Committee reserves the right to refuse the registration of a competitor or a member of the crew without justification.

3.3. Request for Crews

3.3.1 - The start of each stage and leg will only be given to crews with 2 people. Except for the circuits, where just 1 pilot is allowed.

Both crew members may drive their car during the race, as far as they both have a valid driving licence in addition to their sporting licence.

3.3.2. The organising committee reserves the right to accept crew changes if announced at least 1 day before. Exceptions of that rule have to be approved

3.3.3 The crews must observe the safety regulations in attachment L of the International Sporting Code, and in particular the sections concerning helmets and fireproof clothing, which must be submitted for inspection during the technical scrutineering before the start. Wearing fireproof race suits and underwear is mandatory for both crew members during the Rally. The drivers have to wear gloves during circuit races and the SS, not the Co pilot.

3.3.4 Crews competing with cars from period G2 onward must use the head and Neck Support (HANS) during the GP and SS.

Use of the head and neck restraint system (HANS) is recommended for all other crews during the GP and SS, if at all possible.

3.3.5 The clothing will be checked during the pre-race technical checks. Failure to wear the same garment during the track and road trials will incur a penalty or an exclusion from the race.

3.3.6 - The crew must be on board the car for the entire duration of the rally, unless otherwise agreed by the Stewards. The abandonment of a member of the crew or the admission of a third party on board (except in the case of the transport of an injured person) may result in exclusion.

3.3.7 - A member of the Crew may be replaced during the Rally if the person corresponds to the rules and the request has been made to the Panel of Stewards at least 1 day before.

3.3.8 - Any unfair, incorrect or fraudulent manoeuvre undertaken either by the competitor, or by members of the crew or by their assistance, will be judged by the College of Sporting Stewards who may pronounce any possible penalty of up to exclusion.

4 - CARS AND EQUIPMENT

4.1 Admitted cars

4.1.1. Entry into the Target Bavaria Rallye is reserved in priority to cars of the VHC period C-I, meaning prewar 1919 up to 1981 by invitation.

4.1.2. Competitors must present the documents complying with the highway code in the registered country authorising the car for road circulation in EU at checks.

4.1.3. All cars must have a HTP compliant with appendix K of the International Sporting Code or an equivalent HTP issued by the national motorsport authorities.

4.1.4. Substitution of cars is not allowed after their admission has been confirmed, except for specific cases approved by the organiser.

4.1.5 The definitive admission of the car is endorsed, once the scrutineering check is approved.

4.2. Equipment:

4.2.1 Every car must comply with the safety regulations in appendices J and K of the International Sporting Code. Given the historical value of the classic cars competing in this race, the fitting of a fixed fire-extinguishing system is not required for cars with a valid HTP for racing or hill climb provided such a system was not envisaged in the original configuration. The organiser has made provisions for extra fire extinguishing systems located along the SS. All cars must have a hand-held fire extinguisher on board that complies with the requirements in appendix J (minimum weight 2kg or 2.4kg depending on the fire extinguishing product).

4.2.2 From Period G2 onwards, vehicles must be fitted with a seat anchoring system and seat belts homologated for use in conjunction with a head and neck support (HANS).

4.2.3 Triangle and safety vest for both crew members are mandatory.

4.2.4 Race numbers with their advertisement inscriptions provided by the organizer will be assigned to each car at the discretion of the organising committee. They must be affixed prior to technical scrutineering in a way, that they are visible from the front, the side and the back throughout the duration of the rally. Any additional advertisement plates on the car have to be approved by the organisation.

4.2.5 In case of change of the car, the request has been announced to the panel of stewards 1 day before. The previous list of ranking cannot be transferred to the new car. In how far a new ranking can be established depends on the stewards assessment.

4.2.6 Cars considered and/or identified as replicas or continuations are accepted to apply at the decision of the organisation.

If a Replica is not announced as such in the application form, this may lead to an exclusion.

Cars considered and/or identified as replicas or continuations will be marked with an (R) on the authorised list and the competitors concerned will be inflicted with a time penalty per timed event if not defined differently by the admission committee. This definitive penalty will be communicated at admission answer and at the end of the administrative checks.

4.2.7 On-board cameras

The installation of on-board cameras is authorised. An additional security protection inside the car is mandatory.

The Organisation reserves the right to install one or more on-board cameras inside and or outside the cars. The images collected may be used by the organisation for promotional purposes and disseminated without prior agreement from the competitor and/or drivers on

social networks, websites or any other means chosen by the organiser. The organisation reserves the right to recover the images recorded by the crews' own on-board cameras, installed by their own means on board the cars.

The images collected by the cameras installed by the organization or by the crews may be used for sporting purposes, at the request of the race direction or the panel of stewards, for the study of any racing event.

5. TYRES

5.1. Only road legal tyres (no slick) of the following types are admitted on special stages, circuit races and chronometric events:

Periods C-F

- Avon CR6ZZ
- Dunlop Racing R5
- Blockley 3 Stud
- Michelin Classic
- Michelin XAS FF
- Pirelli Collezione
- Pirelli CN36
- Road legal tyres other brand

Period G-J

- Avon CR6ZZ
- Avon ZZ-R
- Avon ZZ-S
- Avon CR28 Sport
- Michelin XAS FF
- Michelin TB5 / TB15 / TB20 / PB20
- Pirelli P7 Corsa Classic (any compound, including WET)
- Toyo R888R
- Toyo 888RT
- Road legal tyres other brand

All tyres must be in accordance to Appendix K of the FIA sporting code, Art. 8.4.

5. 2. If competitors are not able to find road-legal tyres in the above-mentioned list fitting for their car the Organiser must be informed by March 18th 2024 and propose an alternative solution.

The organiser may accept or refuse the request at its sole discretion.

5. 3. If the type of tyre registered at the scrutineering is changes during the rally, this entail penalties or exclusion.

6. SUPPORT AND ASSISTANCE

6.1. Trucks and semi-trailers weighing more than 7,5 tons are not authorised to assist and will not be tolerated on the assistance parking.

6.2. The rally plates offered to assistance have no regulatory value. The presence of the numbered sticker stuck on the vehicle makes it only possible to identify an assistance vehicle regularly registered as such.

6.3. Support cars are forbidden:

- In the parc fermé areas (separate Parking is organised)
- Along the special stages until the sweep car has passed by, reopening the rally route
- In the areas with a red line on the side in the roadbook or in areas closed to normal road traffic.

6.4. Any type of mechanical work is allowed during the rally:

- in the areas not mentioned in red inside the road book. Race cars may stop and receive assistance at the roadside without causing any impediment or delay to normal traffic using the road.
- in the areas of the parc fermé in the evening without time restriction up to the next starting time
- in designated service parks of the circuits, before to line up in the paddock.

6.5. Any type of mechanical work is forbidden during the rally:

- in the areas mentioned in red inside the road book.
- On the freeways unless the participating car is unable to move away
- In the pit lanes and the track of the circuits

6.6. Each car must have an oil-leak safety tarp (minimum 5x3m) to protect the pavement in the squares during the works in the parc fermés or during long parking times, specially if leaky car parts are known. The oil-leak tarp has to be shown during the scrutineering.

A penalty of 10 minutes will be inflicted for each disrespect of this rule; in case of costs to remove and erase liquids on the floor these have to be payed by the team responsible

6.7. Support cars must not enter during special stages after the road has already been closed. A penalty of 10 minutes will be inflicted for each infringement of these rules.

6.8. Competitors are responsible for their assistance, in particular considering infractions of the Highway Code with the vans and assistance cars (speed, overtaking, etc.) or the Sporting Code, which will result in a penalty for the crew(s) at the

6.9. SMOKING is FORBIDDEN in Paddock, Service area, Refueling area and Parc fermé area.

7. PROCEDURES DURING THE RALLY

7.1. Driving conduct

7.1.1 - Unsportsmanlike behaviour or infringements may end in severe penalties or at the worst in a rally exclusion of crews. The stewards assess the level of punishment.

7.1.2. Disrespect of speed limitations and dangerous behaviour on road traffic will be severely punished, no matter whether committed by the crew or its assistance:

The first infringement will incur a fine of 1500,-€ levied by the panel of Stewards. This fine is independent of any other fine by the police.

The second infringement will entail a penalty of 30 minutes.

The third infringement will be judged by the stewards and might entail an exclusion of the crew.

7.2 Starting order and daily procedure for the start and the arrival

7.2.1. The starting order and times will be published by SMS each evening before the next day. Other whiles a notice will be exhibited at the hotel entrance.

7.2.2 A Roadbook of the complete Rally route is given before the start the first day. Some obvious targets after the last trial of the day (Hotels) can be reached by GPS, as well as circuits in the morning.

7.2.3 For the first day, the start will be given in ascending order of race numbers, unless the race director decides a different starting order.

7.2.4 The starting interval in the morning leaving the parc fermé is 60" between each starting car. If needed, the race director of the course may change the interval.

7.2.5 For the following days, the starting order will be based on the over all provisional ranking of the last day.

The organiser reserves the right to impose restrictions on the drawing up of the starting order for organisational reasons, or for enhanced promotion of the event and its sponsors.

The race director may, for whatever reason, give starts without respecting the order of numbers.

7.2.6 Every team receives a time card every morning at the start, where the time control marshall writes in the times in which the cars should arrive to the next time controls (TC) during the day. This time card is given back to the marshalls at the end of the daily leg.

7.2.7. The starting interval is 60" between each starting car.

7.2.8 If a Time Control (TC) is missed and the time limit is exceeded (also at the start), a penalty of 10" will be inflicted per exceeded minute, after 3 minutes, 30" per minute. Maximum penalty are 10 minutes, as much as if a TC is missed completely

7.2.9 The stime card is mandatory, other whiles no time card will be delivered to the team, meaning no ranking will be possible for the day

7.2.10 If a Stamp control (SC) is missed, a penalty of 30" will be inflicted.

7.2.11 At the last TC before entering in the parc fermé nearby the hotels in the evening, there will be no penalty for early clocking.

7.2.12 After having returned the time card at the end of the leg, the car has to move in the designated parc fermé., where service work can be performed.

7.3. Starting order and practice for the special stages (SS)

7.3.1 For the special stages during the first day, the starting order corresponds to the ranking of the GP of Preluk, unless the race director decides a different starting order.

7.3.2 For the following days, the starting order will be based on the over all provisional ranking of the last day. The race director may, for whatever reason, give starts without respecting the order of numbers

7.3.3 Approaching a special stage (SS), there will be a time control (TC) checking the right arrival time for the SS. An entering zone between a yellow and a red sign should not be entered 1 minute before the arrival time. From the TC point the crew has few hundred meters to the start of the SS. At least 3 minutes in between the TC and the start are given, leaving enough time for the crew to prepare for the trial

7.3.4 During the SS the fire extinguisher has to be unlocked, Helmets must be weared by pilot and Co pilot, Gloves are mandatory for the driver, beside the fireproof race suits and underwear.

7.3.5 For the special stages, cars will start every 60 seconds. If needed for safety or other reasons, the race director may decide to change the interval.

7.3.6 The starting procedure will be shown on a clock; every team starts one by one after a full minute, when the the digital clock shows the 0. The team with the quickest time will be the winner of the SS.

7.3.7 False starts are registered by a photocell located 50 cm past the starting line. In case of jumping the gun, penalties will be inflicted depending on the false time.

7.3.8 Times will be measured with transponders in the tenth of a second (Competitors will be charged € 600 for any transponders not returned).

7.3.9 Failing to execute a SS, the worst time of the trial will be assigned plus 3 minutes,

7.4 Starting order and practice on circuits (GP)

7.4.1 Arriving at a circuit there will be a time control (TC) checking the right arrival time. From there parking places will be designated, where service is allowed between the arrival time and the line up in the paddock.

7.4.2. Before the first line up in the paddock a short briefing on each circuit. Once the track is opened there will be a practice of about 15 minutes. After the practice, the cars go back to their parking positions, before they have to line up in the paddock for the race. In the meantime assistance is allowed .

7.4.3. For the first race in PRELUK, the starting formation will be based on qualifying times.

7.4.4. For the other circuits, the starting formation will be based on the over all provisional ranking.

7.4.5. The number of laps will be announced at the briefing and the sign panels. The race will finish as soon as the leading car crosses the arrival line after all its laps. After crossing the finish line, each car has to complete one more lap to exit the track, as instructed by the route marshals.

7.4.6. Any team passing the finish line at the end of the GP with less laps than the winner will be ranked with a time based on the following formula: (competitor's time) x (total number of laps for the GP) / (number of laps completed by the competitor).

7.4.7. False starts are registered by the Stewarts on the video. In case of jumping the gun, penalties will be inflicted depending on the time extent.

7.4.8. Times will be measured with transponders in the tenth of a second (Competitors will be charged € 600 for any transponders not returned).

7.4.9. Any cars that remain stationary on the track unable to reach the finish line will be retrieved by the organiser and taken to the paddock for assistance. Competitors failing to cross the finish line will receive the worst time of the trial plus 3 minutes.

7.5. Starting order and practice on Race of champions (RC).

7.5.1 The competition takes place on a site with a small race track. Drivers compete in pairs, or at 4 or at 6. The drivers start on exactly the same track, but on different starting points beside their antagonist at the start.

7.5.2 As it is a competition between 2 drivers, the aim is to have identical or similar cars battling for this competition. The crews may choose the antagonists they would like to drive against, but have to be admitted by the stewards the day before the RC. In case of unsimilar car pairs, the panel of stewards may put together more balanced pairs.

7.5.3 The starting order is based on the over all provisional ranking of the last day. The race director or his stewards may, for whatever reason, give starts without respecting the order of numbers, choosing similar cars as antagonists.

7.5.4 In case of unbalanced car pairs driving against each other, the index of performance will be the measurement to define the winner.

7.5.5 The admitted pairs competing against each other are determined the day before by SMS or announcements. They have to present themselves together at the entrance. If there are disturbances in the pair's recruitment, the marshalls or stewards may put new pairs together

7.5.6 The driven time counts for the overall qualification, but the winner takes 10 seconds subtracted from his time. The winners time is calculated with the index of performance. In case of ex aquo in the tenth of second, each team has 5 sec. subtracted

7.5.7 In case of inpair cars, the last car in ranking has to compete the RC circuit without antagonist.

7.5.8 Failing to execute a RC, the worst time of the trial will be assigned plus 3 minutes

7.6. Ranking

7.6.1 The prolog race on the PRELUK circuit will have a separate ranking outside the overall classification of the rally. The race result will give the starting order for the next day.

7.6.2 The ranking for the Rally begins from May 27th. It will be established by adding the race times during the SS, GP and RC up to the tenth of a second (except the prolog race, which will be ranked separately) plus the penalties assigned to the crew. A 10" discount will be given to each winner of the RC (considering the index of performance).

7.6.2 In case of ex-aequo between two or more crews, the best position will be determined by the elder car: should this fail to resolve the ex-aequo, the better result during the prolog race will be taken into account.

7.6.3 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 scored times 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.

The competitors car will be notified of the coefficient assigned in its HTP and indicated in the entry-list

In case of mistake, please inform the secretary before 25/05/2024 at 12:00. After that the decision of the organising committee is final in case of any doubts relating to the category assigned.

7.6.4 The published ranking categories on the Internet correspond to the award categories listed below

INDEX OF PERFORMANCE LIST

Period	Years	FIA Class	Capacity	Coeff.
C (OS)	1919-1930	OS 1	0-1100	0,31
		OS 2	1101-1500	0,34
		OS 3	1501-3000	0,39
		OS 4	3001 +	0,43
E (TSRC)	1947-1957	TSRC 1	0-750	0,60
		TSRC 2	751-110	0,64
		TSRC 3	1101-1500	0,68
		TSRC 4	1501-2000	0,72
		TSRC 5	2001-3000	0,77
		TSRC 6	3001-5000	0,82
	1958-1960	TSRC 1	0-750	0,72
		TSRC 2	751-110	0,75
		TSRC 3	1101-1500	0,80
		TSRC 4	1501-2000	0,85
		TSRC 5	2001-3000	0,90
		TSRC 6	3001-5000	0,95
E (GTS)	1947-1954	GTS 1	0-2000	0,50
		GTS 2	2001 +	0,67
	1955-1961	GTS 3	0-1150	0,59
		GTS 4	1151-1300	0,64
		GTS 5	1301-1600	0,69
		GTS 6	1601-2500	0,75
		GTS 7	2501 +	0,81
E (TC)	1947-1954	TC 1	0-1150	0,39
		TC 2	1151-1300	0,43
		TC 3	1301-1600	0,48
		TC 4	1601-2500	0,51
		TC 5	2501 +	0,55
	1955-1961	TC 1	0-1150	0,52
		TC 2	1151-1300	0,57
		TC 3	1301-1600	0,62
		TC 4	1601-2500	0,68
		TC 5	2501 +	0,73

Period	Years	FIA Class	Capacity	Coeff.
D (OS)	1931-1946	OS 5	0-1100	0,37
		OS 6	1101-1500	0,40
		OS 7	1501-3000	0,45
		OS 8	3001 +	0,50
E (GTP)	1947-1954	GTP 1	0-2000	0,58
		GTP 2	2001 +	0,74
	1955-1961	GTP 3	0-1150	0,70
		GTP 4	1151-1300	0,75
		GTP 5	1301-1600	0,80
		GTP 6	1601-2500	0,85
		GTP 7	2501 +	0,90
E (GT)	1947-1954	GT 1	0-2000	0,48
		GT 2	2001 +	0,64
	1955-1961	GT 3	0-1150	0,56
		GT 4	1151-1300	0,61
		GT 5	1301-1600	0,66
		GT 6	1601-2500	0,72
		GT 7	2501 +	0,77
E (T)	1947-1954	T 1	0-1150	0,37
		T 2	1151-1300	0,41
		T 3	1301-1600	0,46
		T 4	1601-2500	0,49
		T 5	2501 +	0,53
	1955-1961	T 1	0-1150	0,50
		T 2	1151-1300	0,55
		T 3	1301-1600	0,60
		T 4	1601-2500	0,65
		T 5	2501 +	0,70

F (TSRC)	1961-1965	TSRC 7	0-750	0,90
		TSRC 8	751-110	0,95
		TSRC 9	1101-1500	1,00
		TSRC 10	1501-2000	1,05
		TSRC 11	2001-3000	1,10
		TSRC 12	3001-5000	1,15
F (GTS)	1962-1965	GTS 8	0-1150	0,76
		GTS 9	1151-1300	0,81
		GTS 10	1301-1600	0,86
		GTS 11	1601-2500	0,91
		GTS 12	2501 +	0,96
F (TC)	1962-1965	TC 6	0-1150	0,68
		TC 7	1151-1300	0,73
		TC 8	1301-1600	0,78
		TC 9	1601-2500	0,83
		TC 10	2501 +	0,88

F (GTP)	1962-1965	GTP 8	0-1150	0,85
		GTP 9	1151-1300	0,90
		GTP 10	1301-1600	0,95
		GTP 11	1601-2500	1,00
		GTP 12	2501 +	1,05
(GT)	1962-1965	GT 8	0-1150	0,72
		GT 9	1151-1300	0,77
		GT 10	1301-1600	0,82
		GT 11	1601-2500	0,87
		GT 12	2501 +	0,92
F (T)	1962-1965	T 6	0-1150	0,65
		T 7	1151-1300	0,70
		T 8	1301-1600	0,75
		T 9	1601-2500	0,80
		T 10	2501 +	0,85

G (TSRC)	1966-1969	TSRC 13	0-750	1,00
		TSRC 14	751-110	1,05
		TSRC 15	1101-1500	1,10
		TSRC 16	1501-2000	1,15
		TSRC 17	2001-3000	1,20
		TSRC 18	3001-5000	1,25
	1970-1971	TSRC 19	0-750	1,10
		TSRC 20	751-110	1,15
		TSRC 21	1101-1500	1,20
		TSRC 22	1501-2000	1,25
		TSRC 23	2001-3000	1,30
		TSRC 24	3001-5000	1,35
G (GTS)	1966-1969	GTS 13	0-1150	0,86
		GTS 14	1151-1300	0,91
		GTS 15	1301-1600	0,96
		GTS 16	1601-2500	1,01
		GTS 17	2501 +	1,06
	1970-1971	GTS 18	0-1150	0,96
		GTS 19	1151-1300	1,01
		GTS 20	1301-1600	1,06
		GTS 21	1601-2500	1,11
		GTS 22	2501 +	1,16
G (TC)	1966-1969	TC 11	0-1150	0,77
		TC 12	1151-1300	0,82
		TC 13	1301-1600	0,87
		TC 14	1601-2500	0,92
		TC 15	2501 +	0,97
	1970-1971	TC 16	0-1150	0,87
		TC 17	1151-1300	0,92
		TC 18	1301-1600	0,97
		TC 19	1601-2500	1,02
		TC 20	2501 +	1,07

G (GTP)	1966-1969	GTP 13	0-1150	0,95
		GTP 14	1151-1300	1,00
		GTP 15	1301-1600	1,05
		GTP 16	1601-2500	1,10
		GTP 17	2501 +	1,15
	1970-1971	GTP 18	0-1150	1,05
		GTP 19	1151-1300	1,10
		GTP 20	1301-1600	1,15
		GTP 21	1601-2500	1,20
		GTP 22	2501 +	1,25
G (GT)	1966-1969	GT 13	0-1150	0,81
		GT 14	1151-1300	0,86
		GT 15	1301-1600	0,91
		GT 16	1601-2500	0,96
		GT 17	2501 +	1,01
	1970-1971	GT 18	0-1150	0,91
		GT 19	1151-1300	0,96
		GT 20	1301-1600	1,01
		GT 21	1601-2500	1,06
		GT 22	2501 +	1,11
G (T)	1966-1969	T 11	0-1150	0,73
		T 12	1151-1300	0,78
		T 13	1301-1600	0,83
		T 14	1601-2500	0,88
		T 15	2501 +	0,93
	1970-1971	T 16	0-1150	0,83
		T 17	1151-1300	0,88
		T 18	1301-1600	0,93
		T 19	1601-2500	0,98
		T 20	2501 +	1,03

H (TSRC)	1972-1975	TSRC 25	0-750	1,20		
		TSRC 26	751-110	1,25		
		TSRC 27	1101-1500	1,30		
		TSRC 28	1501-2000	1,35		
		TSRC 29	2001-3000	1,40		
		TSRC 30	3001-5000	1,45		
	1976	TSRC 31	0-750	1,30		
		TSRC 32	751-110	1,35		
		TSRC 33	1101-1500	1,40		
		TSRC 34	1501-2000	1,45		
		TSRC 35	2001-3000	1,50		
		TSRC 36	3001-5000	1,55		
H (GTS)	1972-1975	GTS 23	0-1150	1,06		
		GTS 24	1151-1300	1,11		
		GTS 25	1301-1600	1,16		
		GTS 26	1601-2500	1,21		
		GTS 27	2501 +	1,26		
		GTS 28	0-1150	1,11		
	1976	GTS 29	1151-1300	1,16		
		GTS 30	1301-1600	1,21		
		GTS 31	1601-2500	1,26		
		GTS 32	2501 +	1,31		
		H (TC)	1972-1975	TC 21	0-1150	0,96
				TC 22	1151-1300	1,01
TC 23	1301-1600			1,06		
TC 24	1601-2500			1,11		
TC 25	2501 +			1,16		
1976	TC 26		0-1150	1,01		
	TC 27		1151-1300	1,06		
	TC 28		1301-1600	1,11		
	TC 29		1601-2500	1,16		
	TC 30		2501 +	1,21		
I (TSRC)	1977-1981	TSRC 37	0-750	1,35		
		TSRC 38	751-110	1,40		
		TSRC 39	1101-1500	1,45		
		TSRC 40	1501-2000	1,50		
		TSRC 41	2001-3000	1,55		
		TSRC 42	3001-5000	1,60		
I (GTS)	1977-1981	GTS 33	0-1150	1,17		
		GTS 34	1151-1300	1,22		
		GTS 35	1301-1600	1,27		
		GTS 36	1601-2500	1,32		
		GTS 37	2501 +	1,37		
I (TC)	1977-1981	TC 31	0-1150	1,05		
		TC 32	1151-1300	1,10		
		TC 33	1301-1600	1,15		
		TC 34	1601-2500	1,20		
		TC 35	2501 +	1,25		

H (GTP)	1972-1975	GTP 23	0-1150	1,15		
		GTP 24	1151-1300	1,20		
		GTP 25	1301-1600	1,25		
		GTP 26	1601-2500	1,30		
		GTP 27	2501 +	1,35		
		GTP 28	0-1150	1,20		
	1976	GTP 29	1151-1300	1,25		
		GTP 30	1301-1600	1,30		
		GTP 31	1601-2500	1,35		
		GTP 32	2501 +	1,40		
		H (GT)	1972-1975	GT 23	0-1150	1,01
				GT 24	1151-1300	1,06
GT 25	1301-1600			1,11		
GT 26	1601-2500			1,16		
GT 27	2501 +			1,21		
GT 28	0-1150			1,06		
1976	GT 29		1151-1300	1,11		
	GT 30		1301-1600	1,16		
	GT 31		1601-2500	1,21		
	GT 32		2501 +	1,26		
	H (T)		1972-1975	T 21	0-1150	0,91
				T 22	1151-1300	0,96
T 23		1301-1600		1,01		
T 24		1601-2500		1,06		
T 25		2501 +		1,11		
1976		T 26	0-1150	0,96		
		T 27	1151-1300	1,01		
		T 28	1301-1600	1,06		
		T 29	1601-2500	1,11		
		T 30	2501 +	1,16		
I (GTP)	1977-1981	GTP 33	0-1150	1,30		
		GTP 34	1151-1300	1,35		
		GTP 35	1301-1600	1,40		
		GTP 36	1601-2500	1,45		
		GTP 37	2501 +	1,50		
		I (GT)	1977-1981	GT 33	0-1150	1,11
GT 34	1151-1300			1,16		
GT 35	1301-1600			1,21		
GT 36	1601-2500			1,26		
GT 37	2501 +			1,31		
I (T)	1977-1981			T 31	0-1150	1,00
		T 32	1151-1300	1,05		
		T 33	1301-1600	1,10		
		T 34	1601-2500	1,15		
		T 35	2501 +	1,20		

7.7 Awards

Awards during the Gala Dinner at the arrival in München

Linea Bavaria GmbH – Wittelsbacherstraße 2A – 82319 Starnberg
 info@target-bavaria.com – Geschäftsführung: Dr. Joachim Graf von Finckenstein
 Amtsgericht Starnberg – Steuer-Nr. 117/131/50489 – Ust.-Id. DE 264038710

The prizes are given in the following categories for 1st/2nd/3rd with a cup for each member of the crew for the first ranking

- Overall ranking for crews periods C - D
- Overall ranking for crews periods E - F
- Overall ranking for crews periods G - I
- Overall ranking based on the index of performance
- Team Ranking
- Special prizes for crews during the TBR

8. Final Technical Checks

8.1. Final checks are not planned at the end of race, unless a competitor has a complaint concerning a rival car.

In that case, the checks will take place at 17:30 on Friday, May 31st in the target of the Rallye in the Motorworld Arena, at a workshop that will be notified by bulletin. The cars subject to the checks (as decided by the stewards and notified to the competitor at the final TC) must be taken to the final check area by a representative of the competitor or his/her support staff (for the removal of parts if necessary) who must attend the checks.

8.2. The appeal fee payable in case of complaint is: € 3,500.00. In case the complaint is justified, the fee is given back.

8.3. Additional fees: If the final check requires disassembly and reassembly of vehicle parts (such as the engine, transmission, steering wheel, brakes, wiring, or bodywork), the competitor must pay a security deposit as decided by the stewards, for the cost of the work at the time and location of its execution.

9. General Provisions

By entering the event, the competitor declares that he/she, his/her drivers, co-drivers, employees and staff:

- respect and accept International Sporting Code, Sporting Regulations for Competition and Supplementary regulations and agree to comply to them and ensure others comply with them;
- agree to solve any dispute related to the organisation and conduction of the event, making use of the methods and terms provided by the general rules of motorsport, and waives the right to approach any other authorities than the sporting authorities for the defence of his/her rights general FIA rules, and waives the right to approach any other authorities than the sporting authorities for the defence of his/her rights and interests as well as those of his/her drivers, co-drivers, employees and staff;
- will not blame the organisers or their collaborators, Linea Bavaria GmbH, the Automobile Clubs involved in the event, the rally officials, or the owners of the roads on the rally route, for any damage or injury suffered by the competitor, his/her drivers, co-drivers, employees, or staff, and for any damage caused to third parties or property by the competitor, his/her drivers, co-drivers, employees and staff